

Maine Coastal News

Volume 33 Issue 4

April 2020

FREE



MISTER E., a Calvin Beal 44, finished off as a lobster boat for Nicko Hadlock of Cranberry Isle by S. W. Boatworks of Lamoine. She is powered with a 750-hp John Deere, with a 2.48:1 gear, and reached a speed of 23 knots.

Belmont Boatworks

Belmont

For years Belmont Boats was only known for doing boat transportation, but now they are gaining a fine reputation in boat repairs and painting.

The repair work continues on MALACHI MUDGE, a 42-foot pleasure cruiser built by Newbert & Wallace of Thomaston in 1958. They have replaced the windshield, put in a new cockpit hatch and the painting continues. A recent survey also showed that she will need some refastening below the waterline and that will be done when they drop the tent that is surrounding her hull keeping her moist so she does not dry out. The hope is to have her done sometime in March.

In the next bay they have an Alden sailboat that is having her decks replaced. This meant putting down plywood and covering them with Dynell. Just after she arrived they noticed that there was a problem with the stem. The little amount of rot they found at deck level actually went quite a ways down inside the stem. They have removed the stem and will replace it with a laminated one. They will also replace several planks before she hits the water.

Next to the Alden they have their boat hauling trailer in for maintenance.

They also are building a couple of floats for Come Boating of Belfast and they are almost done and ready for delivery.

Down in the paint shop they are Awl-gripping a number of boat parts for a local customer.

As the winter progressed they have been bringing in some of their storage boats and getting them ready for the season. Most of this work has been small repairs and paint.

They also have several jobs coming in. One will be in for some planking; and another is on the Holland 32 they worked on last winter, which will be in for some interior upgrades.

C. W. Hood

Marblehead

This winter they had an East Bay 38 in the shop for about three months. She received all new wiring, all new plumbing, engines were pulled and rebuilt, transmissions were pulled and rebuilt, new Soundown mufflers were installed, and a full cosmetic refresh.

They are now working on a 1956 41-foot Concordia, which was suffering from some rot issues. They are putting on a new deck, replacing the chain plates, rebuilding the cockpit, installing a new engine and rebuilding the transom. This boat has been out of the water for four years. Last fall they launched her and sailed her right up into December. She was then hauled out and brought in the shop. She will go back in the water early this summer, but she will probably not have all her work completed.



MALACHI MUDGE had some repair work done at Belmont Boat in Belmont.

Also underway are five Hood 32s, which will all be launched this spring. One will be going to Connecticut, one to South Carolina, another to Thomaston, one out to Vancouver, and another to Long Island. The Hood 32 is a traditional looking daysailer, with a big cockpit, very lively, very quick boat and easy to single-hand.

They are now starting to introduce a 24-foot daysailer, which is a Stephens & Waring design. Hull #1 sails out in Chicago and next

month they will start making the moulds so they can put this model into production.

A new 35-foot Express is just off the drawing board. We have it mocked up at Lyman Morse in Thomaston right now and they are starting construction. That will be a new Hood 35 powerboat, with twin jet drives. The Hood 57 powerboat flybridge is also underway at Lyman Morse and will be

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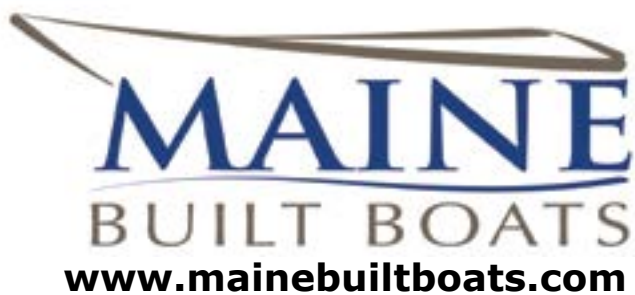
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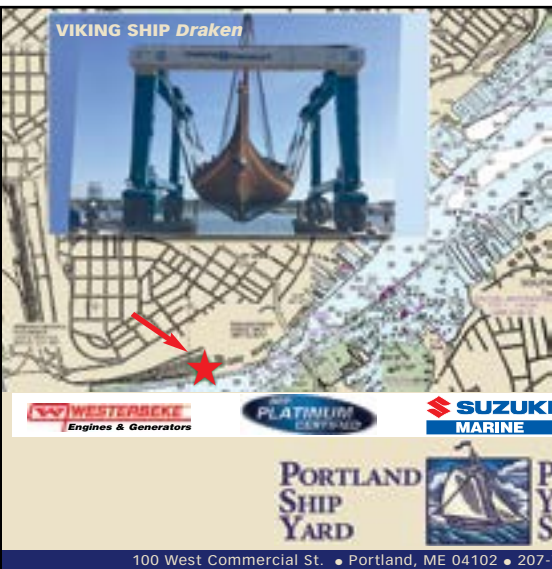
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(207) 223-8846  
E-mail - [igmatats@aol.com](mailto:igmatats@aol.com)  
Website: [www.mainescoast.com](http://www.mainescoast.com)





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*Maine Coastal News* is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news and maritime history.

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Comments or additional information write: *Maine Coastal News*, P.O. Box 710, Winterport, Maine 04496.

**Publisher**  
**Editor-in-Chief**

**Jon B. Johansen**  
**Rachel Elward**

**Advertising Deadlines:** The deadline for the May is April 10.  
The deadline for the June issue is May 8.

# Publisher's Note

It is said that the happiest day in a boat owner’s life is the day he buys a boat and the second happiest day is when he sells it. I have always wondered about that statement and found out personally that this is not totally true. A few weeks ago I passed papers on the tug SATURN after owning her for almost 17 years. I got a call from a person on a Sunday morning saying that he wanted her. He called again the following day and I set up a meeting the next morning when we signed the papers. It was obvious that this was someone that knew what he was getting himself into. His hope is to get her running this summer and make her a liveaboard.

For those that do not know, SATURN (#204605) was built as BERN at Neafie & Levy in Philadelphia, PA, for the Reading Railroad in 1907. She has a length overall of 117 feet with a 24.6 foot beam and a deep draft of 13½ feet. Her gross tonnage was 252, but her actual weight was thought to be about 450 tons. She is powered with a Cleveland 16-278A with two generators, but originally she was steam powered. She carried tankage for 19,000 gallons of fuel and 270 gallons of lube oil. For accommodations she had four staterooms on the main deck and a captain’s cabin aft of the pilothouse. She had a head with separate shower and a full galley in the forward end of the house.

When she arrived at Maine Maritime Academy in Castine in 1998 I was taken back by her beautiful lines. Due to Coast Guard restrictions she could not be used as a training vessel so she sat across the harbor from MMA in the summer and on the dock in the winter as she needed electricity to run her furnace. After a couple of years she went up for sale, but there were no takers and then she was offered to the highest bidder. I tried to ignore the situation, but when I

learned one of the bidders wanted to cut her up for her engines I put in an offer and won in 2003. My hope was to save her for future generations. The first few winters were spent tied to a barge in Winterport and I began trying to find the time necessary to get her back into shape. I put her into a non-profit and was able to get some financial help. And because I needed to learn a lot more about the workings of a tug I took some courses at MMA. Several years later, she moved to her present berth at Kustom Steel in Brewer.

Unfortunately, it became obvious that people love tugs, but not enough to support an endeavor such as this. This project needed huge funding in the beginning to get her running and in shape to be shown off to the public. When that did not materialize I did my best, with the help of several volunteers, to do what we could. In the words of David Wyman, her surveyor, despite all the work we were doing we were in a losing battle.

I put her up for sale and hoped that a savoir would come along, but there was no one seriously interested. Late in the fall plans were made to move her back to Winterport in the spring and stick her in a stream with the hope that someone would step up and complete the project. Well, hopefully her new owner will finish what I could not.

I hate not having completed the project, but I also hate the idea of living in a cardboard box. She was a huge liability. You want to lose everything you own, purchase a huge tug and then have it sink.

Even though I am displeased with not completing the project, I do not wake up anymore wondering if she has rolled over at the dock and is spilling oil and fuel into the Penobscot. They say even bad publicity is good news, but I do not think that statement is true either.

# MCN's Calendar of Waterfront Events

<b>On-going Exhibits</b>		<b>2020</b>		<b>28</b>		<b>15</b>	
Capt. Paul Cuffe: His Work, Vision and Living Legacy		<b>MARCH</b>		Bass Harbor Lobster Boat Races		Long Island Lobster Boat Races	
New Bedford Whaling Museum		20-22 Maine Boatbuilder’s Show		Bass Harbor		Ferry Dock	
New Bedford, MA		Portland Sports Complex		Info: Colyn Rich (207) 479-7288		Long Island	
Info: (508) 997-0046		Portland				Info: Lisa Kimball (207) 332-3968	
		Info: (207) 774-1067				Amy Tierney (207) 317-1576	
After Ryder – Photographs by Nicholas Whitman		<b>APRIL</b>		<b>JULY</b>		<b>16</b>	
New Bedford Whaling Museum		9 Schooner BOWDOIN from Arctic Explorer to Maritime Teacher		4 Moosabec Reach Lobster Boat Races		es	
New Bedford, MA		Eric Jergensen		U. S. Coast Guard Station		State Park Restaurant	
Info: (508) 997-0046		Maine Maritime Museum		Jonesport		Pemaquid	
Thou’ Shall Knot: Clifford W. Ashley		Bath		Info: Jay Mills (207) 598-6347		Info: Brent Fogg (207) 350-7163/563-6720	
New Bedford Whaling Museum		Info: (207) 443-1316		12 Stonington Lobster Boat Races		Sheila McLain (207) 677-2100	
New Bedford, MA		14-16 NEFMC Meeting		Town Dock		16	
Info: (508) 997-0046		Hilton Hotel		Stonington		Portland Lobster Boat Races	
“The SPRAY will Come Back”: Sole Circumnavigator Captain Joshua Slocum		Mystic, CT		Info: Cory McDonald (207) 664-4525 or Genevieve McDonald (207) 266-5113		Portland Yacht Services	
New Bedford Whaling Museum		<b>MAY</b>		19 Friendship Lobster Boat Races		Portland	
New Bedford, MA		4-7 ASMFC Spring Meeting		Town Dock		Info: Katie Werner (207) 807-1832	
Info: (508) 997-0046		Westin Crystal City		Friendship		<b>SEPTEMBER</b>	
When this You See, Remember Me: The Photography of Everett Scholfield and George Tingley		Arlington, VA		Info: Robin Reed (207) 975-9821		17-20 Newport International Boat Show	
Mystic Seaport		15-17 Maritime Weekend		26 Harpswell Lobster Boat Races		Newport, RI	
Mystic, CT		New Bedford Whaling Museum		Harpswell		26-27 Maine Small Craft Celebration	
Info: mysticseaport.org		New Bedford, MA		Info: Amanda Peacock (207) 756-3104		Portland Yacht Service	
Voyaging in the Wake of the Whalers		Info: (508) 997-0046		Kristina York (207) 449-7571		Portland	
Mystic Seaport		<b>JUNE</b>		29 Castine Classic Yacht Symposium		Info: (207) 774 1067	
Mystic, CT		20 Boothbay Lobster Boat Races		Maine Maritime Academy		<b>OCTOBER</b>	
Info: mysticseaport.org		Boothbay Harbor		Castine		2-4 Maine Boat Show	
Death in the Ice: The Mystery of the Franklin Expedition		Info: Ashlee Lowrey (207) 808-9230		30 Castine Classic Yacht Race		Thompson’s Point	
Mystic Seaport		21 Rockland Lobster Boat Races		Castine Yacht Club		Portland	
Mystic, CT		Rockland Harbor @ Breakwater		Castine		17 Annual Meeting/Awards Banquet	
Info: mysticseaport.org		Rockland		<b>AUGUST</b>		Robinson’s Wharf	
		Info: Nick O’Hara (207) 542-4348		8 Winter Harbor Lobster Boat Races		Southport Island	
		Mike Mayo (207) 542-1879		Town Dock		Info: Jon Johansen (207) 223-8846	
				Winter Harbor			
				Info: Chris Byers, (207) 963-7139			



# LOBSTER BOAT RACING - PRESEASON UPDATE

ROCKPORT - It looks like we have made it through another winter and presently we are basking in unseasonably warm temperatures and the extended forecast looks favourable for the next couple of weeks. However, comedian Bob Marley says he is waiting for the sucker punch, because every Mainer knows there should be at least one more significant snowstorm.

As spring is just around the corner, so is the start of the Maine lobster boat racing season: just three and a half months away. Like every year, we held a brief meeting at the Maine Fishermen's Forum at the Samsot Resort in Rockport on 7 March. It is well-known that if you are just a few minutes late to this race meeting you might miss it, this year it was done by 0903!

This meeting, held in the Stevie Johnson Wedding Chapel (also known as the Golf Club), was just an overview of the Annual Meeting held at the Awards Banquet, which took place at Robinson's Wharf on Southport Island on 19 October.

At this meeting last year's sponsors were thanked. Already signed up for the 2020 season we have D.C. Air of Winter Harbor; Liferaft Services of York; Motor Services Hugo Stamp; New Hampshire Motor Speedway; and Scania (Mack Boring) with a couple of others interested.

The officers for 2019 are the same for the 2020 season. They are: President, Jon Johansen; Vice President, Travis Otis; Treasurer Rachel Elward; and Secretary: Genevieve McDonald-Kurilec.

There are no class or rule changes for the upcoming season, however, there is a minor change to sign ups. When a racer signs up, he will receive a schedule of the day's events. To eliminate confusion, we are going to mark on this sheet the races he is signed up for with the hope that this will eliminate problems on the race course.

The last item on the agenda was the 2020 schedule, which is:

## JUNE

- 20 Boothbay Harbor Lobster Boat Races
- 21 Rockland Lobster Boat Races
- 28 Bass Harbor Lobster Boat Races

## JULY

- 4 Moosabec Reach Lobster Boat Races
- 12 Stonington Lobster Boat Races
- 19 Friendship Lobster Boat Races
- 26 Harpswell Lobster Boat Races

## AUGUST

- 8 Winter Harbor Lobster Boat Races
- 15 Long Island Lobster Boat Races
- 16 Portland Lobster Boat Races
- 16 Merritt Brackett Lobster Boat Races (Pemaquid)

## OCTOBER

- 17 Awards Banquet & Dinner (Robinson's Wharf, Southport)

*The only race that is not a points race is the Merritt Brackett races held at Pemaquid.*

You will note that there are two races on 16 August: the Merritt Brackett Lobster Boat Races in Pemaquid and the Portland Lobster Boat Races. We were hoping that the Merritt Brackett Lobster Boat Races could be moved to the weekend before, but the town declined. Just before the Forum started it was learned that the MS Society had dropped their fundraising participation with HarborFest. That opened up an option, but because this race is the same weekend as the Long Island race, it did not make sense to move them, at least this year, so the two races will run the same day. Now next year we have the same problem and options will be discussed at the Annual Meeting in October.

Following the meeting we watched a slide show prepared by the Penobscot Marine Museum of Searsport. There were slides of old fishing schooners, herring seining around Boothbay, and old lobster boats from Stonington and Winter Harbor.

After the slide show another meeting was held to elect new members to the Lobster Boat Racing Hall of Fame. Those already inducted include: **2012:** Gus Alley; Benny Beal; Isaac Beal; Merle Beal; Richard Duffy; Jerry Farrin; Will Frost; Corliss Holland; Ernest Libby, Jr.; and Young Brothers, Arvin, Arvid and Colby. **2013:** Andrew Gove; Freddy Lenfesty; Brian Robbins; Lewis Stuart; and David Taylor. **2014:** Calvin Beal, Jr.; Sid Eaton; and Jim Preston. **2015:** Osmond Beal; Bill Hallinan; and Glenn Holland. **2016:** Clive Farrin and Bert Frost. **2017:** Donn Page and Spencer Lincoln. **2018:** Keith Young and Richard Weaver. **2019:** Galen Alley and Wesley Lash. Over the last four year we have nominated two people per year, but it was decided to up that this year as there were a number of very deserving people. It did not take too



One of the best battles last year was between **KIMBERLY ANN** and **MISS AMITY**.

long before a consensus was made and the following were nominated for **2020:** Vance Bunker; Wayne Canning; Doug Carter; Keith Otis; and Chuck Williams.

Rumors have been flying around most of the winter surrounding the upcoming racing season. Last fall, Cameron and Glenn Crawford, owners of **WILD WILD WEST** [West 28, 1,050-hp Isotta] did some engine work and have her up over 60 mph. Just how fast has not been said. The biggest news is Tom Clemons of Harpswell has sold **MOTIVATION** [Northern Bay 36, 1,000-hp Caterpillar] minus the engine to Alfred Osgood out on Vinalhaven. We are hearing that Alfred will be putting the big Mack in her and hopefully we will see her this season. The bigger question is what will Tom be racing? In other news there is a Mitchell Cove 35 with a big Cummins generator engine on

a V-drive coming out, but it is not known if she will be done for this season. Wayne Beal of Wayne Beal Boat Shop in Jonesport is getting a Wayne Beal 32 powered with a Cummins and his son, Jeremy, will be repowering **MARIA'S NIGHTMARE** with a Cummins. Not sure of the horsepower, but one can bet it will be enough to dominate the classes they choose. Tim Toppins of Toppin's Diesel & Marine in Columbia Falls is having a Mitchell Cove 35 finished off with a Scania engine and she will be out for the Boothbay races. Gary Genthner of Round Pond has purchased a Mussel Ridge 28 and he is expected to be ready this season.

We had an excellent year last season with the most boats ever competing and this one is shaping up to be even better!

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# Wood's Hole Oceanographic News

## Warming oceans are getting louder

February 18, 2020

One of the ocean's loudest creatures is smaller than you'd expect—and will get even louder and more troublesome to humans and sea life as the ocean warms, according to new research presented at the Ocean Sciences Meeting in San Diego, Calif.

Snapping shrimp create a pervasive background crackling noise in the marine environment. Scientists suspect the sound helps the shrimp communicate, defend territories and hunt for food. When enough shrimp snap at once, the noise can dominate the soundscape of coastal oceans, sometimes confusing sonar instruments.

Researchers will present new results on Friday at the Ocean Sciences Meeting 2020 suggesting that with increased ocean temperatures, snapping shrimp will snap more often and louder than before. This could amplify the background noise, or soundscape, of the global ocean, with implications for marine life and humans.

"It's a really cool little animal," said Aran Mooney, a marine biologist at Woods Hole Oceanographic Institution who will present the work. "They're a crustacean,

kind of like a little shrimp or lobster. They make a sound by closing a claw so fast it makes this bubble and when that bubble implodes, it makes that snapping sound."

Mooney and his colleague Ashlee Lillis detected a strong relationship between warmer waters and louder, more frequent snapping shrimp sounds by experimenting with shrimp in tanks in their lab and by listening to shrimp in the ocean at different water temperatures.

"As you increase that temperature, snap rates increase," Mooney said.

This makes sense because shrimp are essentially cold-blooded animals, meaning their body temperature and activity levels are largely controlled by their environment, in the same way ants can move faster in warmer weather than in cool weather.

"We can actually show in the field that not only does snap rate increase, but the sound levels increase as well," Mooney said. "So the seas are actually getting louder as water temperatures increase."

Louder snapping shrimp could potentially have harmful effects on fish and even sonar used by submarines and ships.

"We know that fish use sound to communicate," Mooney said. "Fish call each other, and they make sounds to attract mates and for territorial defense. If the seas get louder, it has the potential to influence those communications. We don't really know that yet. That's something we have to follow up on."

Human use of sound in the oceans might also be impaired by very loud snapping shrimp. Common instruments like sonar fish finders might be affected, Mooney said. There is also the possibility louder seas could affect instruments the Navy uses to

detect mines, which could have implications for national defense, he said.

This research was supported by the National Science Foundation and the U.S. Navy.

## Study reveals rapid sea-level rise along U.S. Atlantic coast in 18th century

March 4, 2020

During the 18th century, sea levels along a stretch of the Atlantic coast of North America were rising almost as fast as they were during the 20th Century, reveals a new study by researchers at the University of York, Woods Hole Oceanographic Institution (WHOI) and colleagues.

The study, published this week in the journal *Geophysical Research Letters*, found evidence for a multiple-decades-long period of enhanced pre-industrial sea-level rise of about two to three millimeters per year in Nova Scotia, Maine and Connecticut. This is only slightly slower than rates of change in these locations during the 20th century, which were faster than any other century in at least the last 3,000 years. The new findings are based on salt-marsh sediments from the Atlantic coast and from microscopic salt-marsh fossils, which act as "archives" of past sea levels going back hundreds of years.

The researchers say that the large rates of sea-level rise at these locations during the 18th century were natural, and partly related to the North Atlantic Oscillation—a large-scale atmospheric pressure see-saw over the North Atlantic region—and to periods of enhanced ice melt in the Arctic.

"One of the big goals in sea-level research is to say how much of the sea-level changes we're seeing today are due to human actions or are caused by natural processes," says Christopher Piecuch, a physical oceanographer at WHOI and a coauthor of the paper. "Our study takes an important step in that direction and helps put present-day sea-level change more clearly into a longer-term geological context."

Previous studies showed that, since


the 1950s, rates of sea-level rise along the Atlantic coast of North America have been increasing more than the global average, possibly related to weakening ocean currents predicted as a result of human-caused climate change. This region has since been called a sea-level rise "hotspot." This new research shows that such periods of enhanced sea-level rise on the Atlantic coast, lasting for multiple decades at a time, can also occur for reasons unrelated to human influences.

"The likely future sea-level rise in places like New York City is expected to be considerably greater than the global average by the end of the 21st century," says lead author Roland Gehrels from the University of York's Department of Environment and Geography. "Our findings suggest that enhanced rates of sea-level rise along eastern North America are not only symptomatic of human activity, but might additionally arise from natural processes in the climate system." The authors of the study say cities like New York and Boston should take this natural variability into account in planning for future sea-level rise.

This research was supported by the National Science Foundation and the Natural Environment Research Council. The research team included colleagues from University of Leeds; Durham University; Bangor University; the National Oceanography Centre, Liverpool; Woods Hole Oceanographic Institution, Massachusetts, USA; Old Dominion University, Virginia, USA; and the University of Siegen, Germany.

*The Woods Hole Oceanographic Institution is a private, non-profit organization on Cape Cod, Mass., dedicated to marine research, engineering, and higher education. Established in 1930 on a recommendation from the National Academy of Sciences, its primary mission is to understand the ocean and its interaction with the Earth as a whole, and to communicate a basic understanding of the ocean's role in the changing global environment. For more information, please visit [www.whoi.edu](http://www.whoi.edu).*

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# U. S. COAST GUARD NEWS



## COAST GUARD TO BREAK ICE ON THE KENNEBEC RIVER

29 February

PORTLAND — Crews from Coast Guard Sector Northern New England are scheduled to conduct ice breaking operations in the main channel of the Kennebec River from Merrymeeting Bay to Gardiner, Maine, beginning Tuesday, March 3rd, 2020.

The purpose of this operation is to reduce the risk of flooding as snow and river ice begin to melt and flow out to sea.

Sector Northern New England will manage the operation, known as the Kennebec River Spring Break-out, in close partnership with Maine Emergency Management Agency, National Weather Service, U.S. Geological Survey, Maine Department of Transportation, and Maine Marine Patrol.

These agencies have been meeting weekly to assess the risk of flooding along the Kennebec River.

“The Coast Guard always stands ready to help the citizens of Maine,” said Chief Warrant Officer Kevin Morgan, Ice Mission Manager for Coast Guard Sector Northern New England. “We are the only agency in Maine equipped with icebreakers and we’re proud to lead this effort that protects citizens and resources along the Kennebec.”

Coast Guard cutters SHACKLE, BRIDLE, and TACKLE, all 65-foot ice-breaking tugs homeported across Maine, will participate in the multi-day operation.

As Coast Guard units prepare for ice breaking operations on the Kennebec River, the public should remove their ice fishing shacks as soon as possible, if safe to do so, and should refrain from being on the river during ice breaking operations.

Coast Guard ice breaking operations will be visible from the shoreline and bridges that span the Kennebec River.

Contact Lieutenant Matthew Odom at 207-347-5015 for additional information.

## United States’ only heavy icebreaker completes Antarctic Treaty inspections and resupply mission

19 February

MCMURDO STATION, Antarctica — The 159 crewmembers onboard U.S. Coast Guard Cutter POLAR STAR (WAGB 10) departed McMurdo Station Wednesday after escorting three refuel and resupply vessels and assisting with a five-day inspection of foreign research stations, installations and equipment in Antarctica.

The departure marks the POLAR STAR’s 23rd journey to Antarctica in sup-

port of Operation Deep Freeze, an annual joint military service mission to resupply the United States Antarctic stations, in support of the National Science Foundation, the lead agency for the United States Antarctic Program.

The Seattle-based 399-foot, 13,000-ton POLAR STAR created a 23-mile channel through the ice to McMurdo Sound, which enabled the offload of over 19.5 million pounds of dry cargo and 7.6 million gallons of fuel from three logistics vessels. Together these three ships delivered enough fuel and critical supplies to sustain NSF operations throughout the year until Polar Star returns in 2021.

POLAR STAR also supported a team of U.S. government officials from the U.S. Department of State, National Science Foundation, National Oceanic and Atmospheric Administration and U.S. Coast Guard who conducted a five-day inspection of foreign research stations, installations, and equipment in Antarctica.

The United States continues to promote Antarctica’s status as a continent reserved for peace and science in accordance with the

provisions of the Antarctic Treaty of 1959. The inspection serves to verify compliance with the Antarctic Treaty and its Environmental Protocol, including provisions prohibiting military measures and mining, as well as provisions promoting safe station operation and sound environmental practices.

The team inspected three stations: Mario Zucchelli (Italy), Jang Bogo (South Korea), and Inexpressible Island (China). This was the fifteenth inspection of foreign research stations by the United States in Antarctica, and the first since 2012.

Inspections emphasize that all of Antarctica is accessible to interested countries despite territorial claims and reinforce the importance of compliance with the Antarctic Treaty’s arms control provisions. The United States will present its report on the inspection at the next Antarctic Treaty Consultative Meeting in Helsinki, Finland, in May 2020.

“I am immensely proud of all the hard work and dedication the men and women of

**Continued on Page 19.**

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## Adventures and History from Downeast Maine

By Arthur S. Woodward, Beals Island



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# U. S. NAVY NEWS

## Navy Accepts Delivery of Future USS Kansas City (LCS 22)

From PEO Unmanned and Small Combatants (PEO USC) Public Affairs  
MOBILE, AL (NNS) -- The Navy accepted delivery of the future USS Kansas City (LCS 22) on February 12 during a ceremony at Austal USA in Mobile, AL.

Kansas City is the 21st littoral combat ship (LCS) delivered to the Navy and the 11th the Independence variant to join the fleet. Delivery marks the official transfer of the ship from the shipbuilder to the Navy. It is the final milestone prior to commissioning, which is planned for later this year.

“This is a tremendous day for the Navy and our country with the delivery of the future USS Kansas City,” said LCS program manager Capt. Mike Taylor. “I look forward to celebrating the commissioning of this great ship alongside the crew later this year. Kansas City will play an essential role in carrying out our nation’s future maritime strategy.”

Four additional Independence-variant ships are under construction at Austal USA: Oakland (LCS 24), Mobile (LCS 26), Savannah (LCS 28) and Canberra (LCS 30). Four additional ships are awaiting the start of construction.

The Navy’s first USS Kansas City was to have been a World War II heavy cruiser, but the ship was never completed. A Wichita-class replenishment oiler bore the name USS Kansas City (AOR-3) from 1967 to 1994 and took part in the Vietnam War and Operation Desert Storm.

The LCS is a fast, agile, mission-focused platform designed to operate in near-shore environments, while capable of open-ocean tasking and winning against 21st-century coastal threats such as submarines, mines, and swarming small craft. The LCS is capable of supporting forward presence, maritime security, sea control and deterrence.

The future USS Kansas City is the second LCS delivered to the Navy in 2020. The future USS St. Louis (LCS 19) was delivered February 6. Three more Minneapolis-St. Paul (LCS 21), Oakland (LCS 24) and Mobile (LCS 26) — are planned for delivery later this year.

## Keel Laid for Future USNS Cherokee Nation (T-ATS 7)

From Team Ships Public Affairs  
HOUMA, LA (NNS) -- A keel laying ceremony was held Feb. 12 for the future USNS Cherokee Nation (T-ATS 7), the second

ship of the Navy’s Navajo class of Towing, Salvage, and Rescue vessels. The ceremony was held near Gulf Island Shipyard at the Houma Terrebonne Civic Center.

The keel laying ceremony formally marks the start of a ship’s life and the joining of the ship’s modular components. The keel serves as the symbolic backbone of the ship.

In attendance to authenticate the keel was Principal Chief of the Cherokee Nation, The Honorable Chuck Hoskin, Jr. and the ship’s sponsor and Deputy Speaker of the Cherokee Nation Tribal Council, The Honorable Victoria Mitchell Vazquez.

During the ceremony, the keel authenticators etched their initials into the keel plate and declared it to be “truly and fairly laid.”

“We are honored to have so many representatives of the Cherokee Nation in attendance to celebrate this early milestone,” said Mike Kosar, support ships, boats and craft program manager, Program Executive Office Ships. “The ship is critical to the operations of our fleet, and will soon sail with the pride and determination of the Cherokee people, which it is named to honor.”

The Navajo-class will provide ocean-going tug, salvage, and rescue capabilities to support fleet operations. The current capabilities are provided by three T-ATF 166 and two T-ARS 50 class ships, several of which will reach the end of their expected service lives later this year.

Navajo-class ships will be capable of towing U.S. Navy ships and will have 6,000 square feet of deck space for embarked systems. The platform will be 263 feet long, have a beam of 59 feet, and can carry a load of nearly 2,000 tons.

In addition to the future USNS Cherokee Nation (T-ATS 7), Gulf Island Shipyard is constructing the future USNS Navajo

(T-ATS 6) and is under contract for the detail design and construction of the future USNS Saginaw Ojibwe Anishinabek (T-ATS 8).

As one of the Defense Department’s largest acquisition organizations, PEO Ships is responsible for executing the development and procurement of all destroyers, amphibious ships, sealift ships, support ships, boats, and craft.

## USS Maine Successfully Tests Second Trident II D5LE Missile

From U.S. Navy’s Strategic Systems Programs Public Affairs

EASTERN PACIFIC (NNS) -- The U.S. Navy conducted a scheduled one-missile test flight of an unarmed life-extended Trident II (D5LE) missile from USS Maine (SSBN-741), an Ohio-class ballistic missile submarine, on the Western Test Range off the coast of San Diego, California.

This test follows USS Maine’s Demonstration and Shakedown Operation (designated DASO-30) conducted Feb. 12, also on the Western Test Range.

This scheduled test validated performance expectations of the life-extended Trident II (D5LE) Strategic Weapon System (SWS), and gathered additional data on the SWS’ reliability, accuracy, and performance factors. This launch marks 178 successful missile launches of the Trident II (D5 & D5LE) strategic weapon system.

Test launches are conducted on a recurring basis to evaluate and ensure the continued reliability and accuracy of the strategic weapon system. Strategic Systems Programs is the Navy command that provides cradle-to-grave lifecycle support for the Navy’s Submarine Launched Ballistic

Continued on Page 21.



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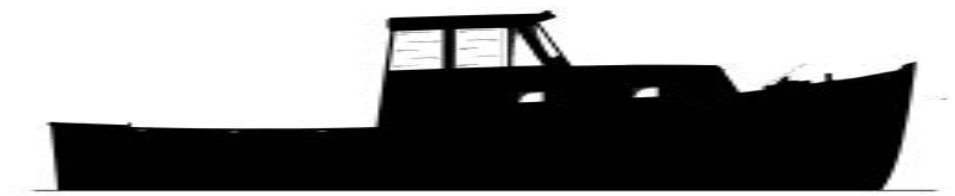
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# Don't Be Afraid to Ask Questions!

By Sheila Dassatt

When it comes to the Commercial Fishing World, I was told early on by one of our Commissioners, George LaPointe, when I was learning to blend with the people that I would meet at the industry meetings, “Don’t be afraid to ask questions.” This was the best advice that I can pass along. I was also told, “If you don’t have the answers, do what is right.” You can’t go wrong with that advice, can you?

I was transitioning from coming from a fifth generation fishing family, boat building family and shipping industry family to Executive Director of the Downeast Lobsterman’s Association. This is a position that to this day, I am honored to represent. My only drawback at the time, I didn’t see myself as a leader! Although, I am very happy to have this privilege and have learned a lot along the way. They say that you need to learn something every day of your life, so I try. The big thing is again, “Don’t be afraid to ask questions.” Quite often, I will hear everyone’s opinion, draw my conclusions and then end my discussion with a question. It’s kind of like a “cliff hanger.” To be continued at the next gathering. This also comes in handy when we have these comment periods on the new bills that are introduced at the Legislature. We need to think these things through before we jump on it and draw the wrong conclusions.

I have also learned that just because one group makes a statement, it doesn’t necessarily mean that it is the right answer. Everyone is entitled to express their own opinions. There is no right or wrong when it comes to expressing ones’ opinion as long as it is respectful of the other folks. Sit, listen and hear what is being said. Nothing drives me crazier than being at a meeting and having people raise their hands before they know what they are going to say or they don’t raise their hands at all, just jump in. Let’s save some room and space for the

quiet ones to speak. We don’t want to miss a single opinion in this industry, this is very important to each one of us. Have you ever left a meeting disappointed because you didn’t get a chance to speak before the meeting was adjourned? I have. This is why the comment periods are good. I can sit down and write my thoughts and concerns and send them in. This is also why associations are valuable. If these things happen, I am more than happy to have a fisherman or wife call me and state their thoughts. Then we take them to the meetings and express how we all feel. I have made some close friends by doing it this way. I love to talk with the fishermen’s wives, they are the “salt of the earth.” Most fishermen’s wives will let you know how they feel and where we all stand. This is great! In the process, I might gain a good recipe or two and see a picture of a grandchild or two.

One of my most recent questions is “Where has the Moxie gone?!” Right after Christmas in our local supermarket, there was no more Moxie. How can Maine folk like me and a lot of others function without it? The other question that is very recent is “where is all of the toilet paper?” My goodness, I know that no one wants the latest virus that is scaring everyone into seclusion, but we all need toilet paper. Guess we won’t need to eat, there’s been plenty of food still on the shelves. Just food for thought...

A lot of questions that we’ve had lately is concern for marking purple rope legally. The purple markings are to protect whales on our lobster gear. We are happy to help with these questions. What about bait this year? Well, there’s talk about letting fishermen catch their own bait within a certain limit. Keep asking about it, this is a big help. What about Climate Change, plastics in the ocean, underwater cables, wind energy? How many traps can we have on a trawl, what about safety due to too many traps on a trawl.

There’s a lot of these concerns and ques-



Mike Dassatt doing some fancy rope work at the Maine Fishermen's Forum.

tions, and please, keep asking them. At this point in time, we still have an independent fishery, and can have a say about the outcome of these questions. It’s wonderful to see fishermen representing us in the House of Representatives. This is what we need in our coastal communities. Don’t be afraid to contact one of our representatives with your concerns. They also will speak for us with these issues that we are facing. The last time that I was in Augusta, it did my heart good to see so many younger fishermen testifying. This is a step in the right direction for sure.

When my Dad got older and near the end of his life, a friend of mine said, ask him as many questions as you can, if you don’t, you will regret it because it will be gone forever. Well, you know, they were so right. I have questions that I would really like to ask him and my mother, and the only

answers that I can find are written on the back of old photographs. We all need to save these old family stories and memories. They are priceless. This is my best advice to all of you and Thank you to all that have helped me along the way.

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Commercial Fishing News

# Guest Letter: Just Trying to Survive Government Regulations

This is a story about Joe the roofer. He is about 50 years old and has been doing roofs since he could remember...his father did roofs his grandfather did roofs, you get the picture right? Family business passed on from generation to generation. Joe is a good roofer. He gets the job done so he can support his family. Joe has a wife and a couple kids one of them that also might be a roofer someday.

Well let me start the story...when Joe started Joe used to be able to get up in the morning make sure the weather was good enough for him to go to work and have a productive day. But then the new regulations started....now Joe needs to "call in" a minimum 48 hours in advance to let the "observers"(which are hired by the government) know he is going to go to work, so they can go to work with him. He has to do this now because the reputation of all contractors is that they do illegal things even though Joe has never had a complaint or issue throughout his career. So Joe calls in on Friday night to let them know he would be going to work on Monday after checking the local weather forecast, they predicted a cloudy but dry day. And Tuesday looks good also so he lets them know he will be going Tuesday too.

Monday morning rolls around Joe used to get up at 4:30 AM, throw his clothes on, grab a cup of coffee and out the door for 5 AM. Now Joe needs to get up at 4:00 AM to meet the observer (today it's Karen) so she can inspect his truck (even though Joe has a valid inspection sticker on it) before he is allowed to go to work. Now inspection done Karen loads up her equipment and Joe gets to leave to head to work. Joe stops and picks up Bob, one of his workers. Joe used to have two workers that he would take to work but because Joe only has room for 3 people in his truck he had to leave one guy home. Joe arrives at the job sets up his equipment

with Bob and starts his day. Joe opens up bundle after bundle of shingles and bangs away nailing each one down as he moves along the roof he leaves a few shingles here and there that have dropped to the ground, which are still good, that he could use but he looks down and notices Karen using a pitch fork to pick them up and examine them. This infuriates Joe because there was nothing wrong with them but now they are useless. Joe can not say anything to Karen in fear that this might upset Karen and she might file a complaint against Joe so Joe bites his tongue. Joe (pre 'observer') use to be able to joke around with the guys that he has working with him throughout the day typical man conversation about women walking by the job site or what happened last night with his wife etc. but now Joe and his worker have to watch what they say as not to offend Karen and risk a complaint being filed against them so they work in silence making the day of pounding nails in the hot summer heat or cold and windy fall days feel a little longer. Joe wants to stay late today to stay on his progress schedule that he had planned out and lets Karen know but Joe can see that Karen is not very happy with that so Joe just decides to pack it up for the day because he has learned that dealing with a sour attitude isn't good for anyone even though the only one getting impacted by this is Joe and Bobs families and not Karen. Joe packs up for the day and drops off Bob and then arrives home and parts ways with Karen. On average now Joe's day is 2 hours longer with these new regulations in effect.

After having dinner with his family it's time for Joe to do his paperwork. He must file a progress report with the government to say how many pounds of shingles he used and how many were discarded. He spends a lot of time making sure his numbers are correct because if Joe makes a mistake in reporting how many pounds of shingles

he threw away or installed it will feed into the misconception that all contractors are thieves and crooks and he risks possible legal action against him, which could cost him his boat, house and family. Joe is having a hard time tonight. He is doing the math and reflecting on the fact that if he had to pay for Karen out of his own pocket then he would be out of business. He would be charged around approx. \$800 a day to have his own personal police following him all day to make sure he is obeying the law. This year Senator Shaheen got Congress to allocate the funding. But next year it is looking very iffy. He thinks to himself what will I do, he knows that he cannot pass this cost on to his customers he will be out of business. He also wonders to himself why are not all contractors being held to the same standard. The kitchen remodelers don't have to subject themselves to 'observers', even though they are still "contractors". He finishes up his paperwork and heads to bed but before he hits the hay he turns on the weather just to check. Now the weathermen are forecasting heavy winds on Tuesday. What should I do? Joe says to himself. I have already called in to say that I would be working on Tuesday if I cancel too many times I basically get blacklisted and I can't afford that. So Joe decides to go to bed and hopefully it's not as bad as they are predicting in the morning.

Tuesday morning arrives and the weather is not so bad. So Joe has his coffee and throws on his clothes and runs outside to meet up with the observer.. It's Karen again. She starts doing her inspection of Joes truck. He thinks to himself I have the state inspect it yearly and SHE just did it yesterday so seems like a waste of time but whatever he thinks to himself as he is watching her climb up

and check out his ladder rack. Its cold, they are slippery, what if she falls he is probably going to get sued even though the observer company says they have insurance to cover anything. It's just not how real life works. Everything is good and Joe heads over and grabs John to work for the day, so John can make a day's pay today. They arrive at the job site and start working all good till about 10 AM the wind kicks up out of the east. It's dangerous up there. Joe thinks to himself what do I do, If I pack up now John who supports his new wife and kid won't make a day's pay, that I'm sure they were counting on. And also if I had to pay for Karen's observer pay for the day I would be in the hole for going to work today. Is it worth it? Do I just give up on something that I love doing, that my family has done for generations and get a job at Home Depot or Lowes??

These regulations were put into effect because some environmental group that has deep pockets has paid for studies to say that there are not enough shingles out there and we must conserve. Even though Joe has witnessed Karen and other observers because they are not properly trained or incompetent poking holes in perfectly good shingles which could have been used. How does this make sense?

Now let me tell you a Reality this is what NOAA is doing to our Commercial Ground Fishermen. Yes, Joe the fisherman has to call in a minimum of 48 hours in advance to say he is going to work. He is required to take an observer with him if he is supposedly 'randomly' picked. Which the fact is that if you are a day boat guy you are more likely to be assigned an observer

Continued on Page 20.

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## Passed Over the Bar: Arnie Gamage

**Arnold "Arnie" Gamage Jr.**  
Dec. 31, 1952 - March 4, 2020

Arnold "Arnie" Gamage Jr., 67, of South Bristol, passed away unexpectedly on the afternoon of March 4, 2020 in Rockport. Born in Damariscotta on Dec. 31, 1952, he was the son of Arnold Sr. and Gloria (Chipman) Gamage.

Arnie grew up in South Bristol, attending local schools and graduating from Lincoln Academy. He began lobstering at the age of 10, following in his father's footsteps, and creating a family tradition that continues to be carried on today.

He was very active in the South Bristol community, serving on the school board and coaching baseball for 15 years from Little League through Babe Ruth. He loved watching his children's and grandchildren's sporting events, and never missed a game no matter how far away it was.

Arnie was also very involved in Maine's lobstering industry, and was one of the founding members of the South Bristol Fisherman's Co-op, serving on their board for many years. He was also a longstanding board member of the Maine Lobstermen's Association, serving for over 30 years, advocating for lobstermen and the lobstering industry. Since the late 1980s, he has worked with the Darling Marine Center by taking researchers aboard his boat to study lobsters.

In 2004, his dedication to the industry was rewarded with the Golden V-Notch award by the Maine Lobstermen's Association. He was also to be presented an award of excellence from the Maine Department of Marine Resources Commissioner, at this year's Maine Fishermen's Forum, just three days after his passing.

Arnie was a proud life-long resident of South Bristol and a true Mainer. Besides lobstering, he had a great love for hunting,



fishing, and more than anything, his family.

Besides his parents, he was predeceased by two brothers, Troy and Gerald.

Arnie is survived by his wife of 48 years, Gail; sons, Adam and his wife Tory, and Chad and his wife Jennifer; grandchildren, Sophie, Spencer, Blake and Tanner; brother, Greg and his wife Charlene; as well as many nieces and nephews; and his longtime sternman, Tim Ross.

A memorial service for Arnie will be held at 10 a.m., on Tuesday, March 10 at St. Patrick's Church in Newcastle. He will be laid to rest privately at a later date.

In lieu of flowers, donations may be made to Midcoast Humane, 190 Pleasant St., Brunswick, ME 04011.

Arrangements are under the direction and care of the Strong-Hancock Funeral Home, 612 Main St., Damariscotta. Condolences, and messages for his family, may be expressed by visiting StrongHancock.com.







Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Gulf of Maine Longline Surveys Target Species in Rocky Habitats February 18, 2020

Each spring and fall, the Northeast Fisheries Science Center conducts a bottom trawl survey in federal waters from Cape Hatteras to the Canadian border. Some areas, like the rocky bottom habitats in the Gulf of Maine, require a special approach.

Abundance, distribution, age, and other data are vital for assessing and managing important fish species. To obtain these data, we work with commercial fishing vessels to conduct annual spring and fall bottom longline surveys in the Gulf of Maine.

The longline survey uses random stratified sampling to detect the abundance and distribution of fish species and how they are changing over time. It focuses on areas where researchers know less about some species and the rougher terrain makes it harder to sample with trawl gear.

**Fair Weather Aids Survey**  
The team spent several days this fall staging the 50-foot F/V *Mary Elizabeth* in Scituate, Massachusetts and 40-foot F/V *Tenacious II* in East Dennis. In a little more than 3 weeks, they completed the planned 45 stations on November 2, in a typically breezy New England autumn.

Weather was also on their side in the spring. On May 7, they had completed the 45 stations in the survey in about 2 weeks. To take advantage of the limited fair weather windows that occur during seasonal transitions, each vessel makes multiple 2–4 day trips.

**Seasonal Differences in Catches**  
What did they catch in the fall? Mostly spiny dogfish mixed with haddock, cusk, white hake, Atlantic cod, red hake, pollock, and skates. Many survey stations require staff to weigh hundreds of pounds of fish and measure them for length. The team also collected hundreds of age and maturity samples from: White hake; Red hake; Haddock; Atlantic cod; Cusk; Atlantic halibut; Atlantic wolffish; Thorny skate; Barndoor skate; and Smooth skate.

Unusual catches included porbeagle and blue sharks. Most sharks were tagged before being released. The team also tagged some thorny skates to support a study conducted by the Anderson Cabot Center for Ocean Life at the New England Aquarium.

Some species showed seasonal differences. The fall survey caught more white hake, spiny dogfish, barndoor skate, and pollock, which was consistent with other years. The spring survey saw more haddock,

Atlantic halibut, and Atlantic wolffish. The center has conducted the Gulf of Maine longline survey each spring and fall since 2014, using tub-trawl bottom longline gear to target fish. As with the bottom trawl survey, the staff randomly chooses stations from within the strata defined by area, depth, and bottom type. Including structured bottom types allows us to gather data in areas that are difficult to survey with trawl gear, which can get hung up on rocks.

**Data Aids Stock Assessments**  
The longline survey has several similarities to the Center’s long-running bottom trawl survey. The gear length for both surveys is one nautical mile and they occur around the same time of year. The longline’s 45 sampling stations are distributed over six of the same areas. This makes it easier for analysts to use the longline survey data along with that collected in the bottom trawl survey.

Center analysts compare longline results to the bottom trawl survey for species such as cod, haddock, and white hake. The longline survey operates in areas where bottom trawl gear may not perform optimally. For that reason, the longline information shows us if there are larger fish in those areas that the trawl doesn’t fully detect. If the trawl is underestimating the catch of larger fish, the stock assessment model can be adjusted accordingly. We also develop indices from the longline survey that may provide additional information in the assessment models.

The longline survey also collects environmental data. This fall, we incorporated new temperature-depth instruments, mounted on the anchors at each end of the bottom longline gear. The end of each line has a tilt current meter with an accelerometer and a compass. This instrument measures current velocity near the ocean bottom. A drop camera system takes short habitat videos at each station to document the substrate type.

Once center staff completed fall field work, they focused on data entry, auditing, and analyses over the winter months. The 2020 spring survey will begin in April.

**Decision Support Tool Helpful to Those Finding Ways to Reduce Whale Entanglement in Fishing Gear**  
Peer reviews find strengths and weaknesses in new method, provide recommendations on improvements February 26, 2020

The North Atlantic right whale is one of the world’s most endangered large whale species, currently numbering approximately

400 individuals. Fishing gear entanglements and vessel strikes are the leading causes of mortalities for these animals in both U.S. and Canadian waters. A major source of entanglement death among adults is trap/pot gear. These gears are used to harvest the American lobsters in U.S. waters, and snow crab in Canadian waters.

Rulemaking is underway to reduce the current risk of North Atlantic right whale entanglement in U.S. commercial pot/trap fishing gear by 60 percent. A large team of people with a shared concern for the well-being of whales and fisheries has worked more than a year to find new ways to reach this goal.

The Atlantic Large Whale Take Reduction Team asked for better decision-making tools to help them understand how much risk reduction could be expected under different fishing scenarios. Scientists at our science center and others developed such a tool.

**Peer Review Key to Better Science**  
The decision support tool was peer-reviewed by an independent panel of non-NOAA scientists November 19-21, 2019. The reviewer’s reports are now available. The panel included scientists with relevant expertise, who were not directly involved in the work under review. They thoroughly examined the work and commented on its scientific quality and rigor.

NOAA Fisheries uses the best scientific information available when making decisions. That includes developing new methods such as the decision support tool and using peer reviews to evaluate them. Researchers routinely test scientific ideas through peer review.

The reviewers concluded that the decision support tool provides a useful and open way for industry and managers to compare relative changes in entanglement risk for right whales under various scenarios. The reviewers also pointed out strengths and weaknesses to consider when making decisions based on the outputs, and as we work to improve the tool.

The reviewers recognized the urgent need to reduce entanglement mortalities as soon as possible and indicated that decision-making should proceed while the tool is further improved.

The tool allows users to select gear characteristics, rope strength, and area fished. It overlays gear and whale density by area and season. It also provides a measure of risk

posed based on rope strength -- for example, stronger rope can mean higher risk of a serious or lethal entanglement. The result is a relative risk “score” for given scenarios of when, where, and how fishing occurs.

**Next Steps**  
The model is not dispositive and results obtained using the decision support tool inform, but do not specify, management decisions. The tool helps the Atlantic Large Whale Take Reduction Team, NOAA Fisheries, and state collaborators compare and select alternatives to consider for rulemaking.

NOAA Fisheries will use this tool, other analytical tools, and published information during rulemaking to assess whether or not selected alternatives achieve our goal of 60 percent entanglement risk reduction. We expect to publish a proposed rule and draft environmental impact statement in summer 2020 and will accept public comments in writing and during scheduled public meetings from Rhode Island to Maine.

We will continue to work with the Atlantic Large Whale Take Reduction Team, with other stakeholders in the region, and with Canada to continue to support both whale recovery and sustainable fisheries.

**Shark Fin Sale Bans Would Hurt U.S. Fishermen Without Improving Shark Conservation, Management**  
A message from NOAA Fisheries Assistant Administrator Chris Oliver regarding the implications of shark fin sale bans on fishermen. February 18, 2020

The United States has some of the best managed shark fisheries in the world. Our laws and regulations prevent overfishing while maximizing commercial fishing opportunities and the economic value of our shark fisheries. Part of our science-based management is allowing fishermen to sell both the meat and fins of sustainably harvested sharks.

For decades, U.S. fishermen have been barred from removing shark fins and discarding the body at sea, a practice known as shark finning. With a limited exception for smooth dogfish, sharks must be brought to shore with their fins naturally attached. Under current federal law, fishermen and dealers can then remove and sell the fins along with other parts of the shark.

Preventing shark fishermen from sell-

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ing these fins would not improve domestic conservation and management. We are required by the Magnuson-Stevens Act to prevent overfishing in our shark fisheries regardless of whether fins are allowed to be sold or not. A ban on the sale of shark fins would only regulate which parts of a sustainably harvested shark can be used.

U.S. federal or state bans would also have little impact on the global fin market. The United States exports approximately 1 percent of all globally traded shark fins, and we import an even smaller percentage.

The largest impact of a national shark fin sale ban would fall on our fishermen. Because they have a higher economic value than shark meat, fins are key to any commercial shark operation. If fishermen were required to discard sharks fins that were harvested sustainably under strict federal management, they would have less income.

Domestic bans on harvesting fins would also undermine our efforts to promote international dialogue and negotiations on sustainable shark management. Responsibly participating in the global fin trade allows the United States to showcase our strong conservation and management practices overseas. Dive deeper into misperceptions surrounding the shark fin trade in a new feature story.

NOAA Fisheries is dedicated to preventing overfishing of our shark fisheries. As a global leader in conservation, we are also committed to advancing sustainable shark management practices around the globe. Both of these priorities are possible thanks to our transparent, rigorous, and science-based management process.

Chris Oliver, NOAA Fisheries Assistant Administrator

**2018 a Strong, Successful Year for U.S. Fishermen and Seafood Sector**  
Annual NOAA report finds steady, sustainable trends in fish landings and values.  
*February 21, 2020*

In 2018, U.S. fishermen landed 9.4 billion pounds of fish valued at \$5.6 billion at ports around the nation—consistently high figures on par with recent years, which bring economic benefits up and down the seafood supply chain, according to an annual report released today by NOAA Fisheries.

According to the *Fisheries of the United States* report, which is compiled by NOAA using data and analysis not immediately

available at the same end of a fishing year, U.S. highest value species groups in 2018 included lobster (\$684 million), crabs (\$645 million), salmon (\$598 million), scallops (\$541 million), and shrimp (\$496 million). Dutch Harbor in Alaska, and New Bedford in Massachusetts, continue to dominate the list of top ports driven by landings of pollock for Alaska (the nation’s largest commercial fishery) and top-valued sea scallops in Massachusetts.

“America’s fishermen and seafood industries underpin our strong blue economy. Our fisheries are among the world’s most sustainable and support thousands of jobs, provide billions of dollars in revenue, and provide protein-rich options to dinner tables,” said U.S. Department of Commerce Secretary Wilbur Ross. “Consumers can be confident that U.S. seafood represents the global gold standard in sustainability.”

Recreational anglers also had a banner year, with 8.5 million anglers taking 194 million saltwater fishing trips that reeled in top species like striped bass, dolphinfish, red snapper, yellowfin tuna, red drum, and spotted seatrout.

Although figures for U.S. marine and freshwater aquaculture production lag by a year, the report found that in 2017 these industries remained strong at \$1.5 billion, with farmed oysters, clams, and salmon generating the highest values for marine aquaculture.

Seafood consumption was slightly higher in 2018 at 16.1 pounds (up 0.1 pounds from 2017), the result of consumption increases in fresh and frozen seafood products. The USDA’s Dietary Guidelines for Americans recommend that people eat two 4-ounce servings of seafood each week, totaling 26 pounds per year per individual.

The report also outlines U.S. seafood trade statistics. Overall the United States imported \$22.4 billion worth of edible seafood products and exported \$5.6 billion for a trade deficit of \$16.8 billion.

**Secretary of Commerce Allocates \$65 Million for Fishery Disasters**  
Funds provided to support communities impacted by fishery disasters between 2017 and 2019.  
*February 27, 2020*

Today, Secretary of Commerce Wilbur Ross announced the allocation of \$65 million to communities in Alaska, California,

North Carolina, South Carolina, Georgia, Florida and the Yurok Tribe (California) that suffered fishery disasters between 2017 and 2019.

“These funds help impacted fisheries recover from recent disasters and make them more resilient to future challenges,” said Secretary of Commerce Wilbur Ross. “This allocation supports the hard-working American fishing communities suffering from impacts beyond their control.”

Fisheries play a critical role for coastal economies, providing jobs for fishermen, fish processors, and other related maritime industries. However, fisheries can experience natural disaster events and other circumstances beyond the control of fishery managers, resulting in sudden and unexpected losses within the fishery and leading to serious economic impacts to those who rely on them.


NOAA Fisheries used commercial revenue loss information to allocate funding among the eligible disasters. NOAA Fisheries also took into consideration traditional uses that cannot be accounted for in commercial revenue loss alone.

The allocated funds can be used to help the fishing community including commercial fishermen, recreational fishermen, charter businesses, shore-side infrastructure, and subsistence users, as well as improve the

fishing ecosystem and environment. These funds will improve the long term economic and environmental sustainability of the impacted fisheries. Activities that can be considered for funding include infrastructure projects, habitat restoration, state-run vessel and fishing permit buybacks, and job retraining.

In addition, some of the affected fishing communities may be eligible for assistance from the Small Business Administration or other Federal agencies.

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# Boat And Ship Yard News



At Padebo Boat in Round Pond they have an older Padebo 21 and a 23 being totally recondition. Both will be ready for the water this summer.

**Continued from Page 1.**

launched in May.

They have a 26 foot electric runabout that we are working on, which they will be bringing to the Maine Boatbuilders Show the middle of March.

They have just finished the design of a 65 foot sailboat and they will be advertising

that and their service business has about 40 boats lined up for various service so like most yards they are hoping for a dry, warm spring so they can get it all done and in the water on time.

**Finestkind Boatyard**  
Harpwell

In the main shop they are doing a major



At Friendship Boat in Friendship they have nearly completed this Wayne Beal 36, which is being finished out as a lobster boat for a local fisherman.

restoration on the 44-foot STUART LIT-TLET, which they started on last year. They have got the bottom blasted and recoated; the hull is getting repainted; new integral water tanks were placed under the V-berth; a new integral fuel tank was installed under the engine; new teak cabin, teak and holly cabin soles; the entire interior is getting refinished; the masts are being repainted; and all the exterior varnish will be redone.

They have got a Hinckley Bermuda 40 in the small shop that they are doing varnish on. They will also be painting her mast.

An Etchells 22 was in to be refurbished. They put a new cockpit teak sole and re-did all the varnish work.

A Fornier 26 is in with an engine issue. The engine has a bad sleeve so they have removed the engine so it can be rebuilt. They are also going to put an Aqua Drive in that while it is apart.

Chip Johnson's lobster boat THREE STARS is sitting out in the yard. She will be moved as soon as Chip has room in his shop. Right now he is finishing off another boat for himself and then THREE STARS will come in for her annual maintenance and then she will be sold.

The Finestkind boats have nothing major to be done this season, pretty much just paint, varnish and go over the systems.

The Willis Beal built 38-footer LIZZIE is still sitting outside waiting to have some major work done. She needs some reframing, refastening and a new cockpit deck. The big question is whether the owner wants to

do it because if they go through with these new regulations he cannot use it. The problem is if they go to 25 trap trawls she is not really big enough to handle them.

**Friendship Boat**  
Friendship

There are two boats in the shop. The one nearest completion is a split-wheelhouse Wayne Beal 36, powered with a 550-hp Cummins, being finished out as a lobster boat for a fisherman out on Vinalhaven. She has 400 gallons of fuel under the platform and a couple of cabinets down below so she is pretty spartan. They are now putting the finishing touches on her and it is thought that she will be going over sometime in March.

Next to her is a Young Brothers 42. Randy Young finished a Young Brothers hull for his father back in 1993 and this one will be going to one of his sons, who fishes out of Portland in a Young Brothers 40. Since there is no top, and they did not want to cut up an existing top from another builder they will be building a custom top for her. She will be going out as a partial completion. They will finish up the house before shipping her out and the owner will be putting in the engine (800-hp Caterpillar) and drive train as well as the platform.

A Mussel Ridge 28 (formerly the Wayne Beal 28) hull will be arriving soon to be finished out for a local young fisherman. It is thought she will be getting a 550-hp diesel and it is also thought she may be doing a little racing this summer.

After this there are several small repair jobs currently on the schedule, but nothing major. However there are a number of people talking.

**Johanson Boatworks**  
Rockport

All aspects of the yard have been busy this winter. They have had six re-powers to do this winter, four Beta Marine diesels, a new Yanmar in a Duffy 26, and they are re-building a MerCruiser 260 for a power boat.

Just finished is a Bristol 45, which they did three custom fiberglass tanks. This was a big project as the old steel tanks had starting to leak. They had to lift-up the floor, get all the old tanks out, custom make all the tanks and put them all back in, and plumb everything up.

Right now they have just started on a C & C 40. They are doing new hatches, new windows, new windlass, stripping all the woodwork and painting the hull.

They have a little power boat in that they are going to be putting new windows in; and some engine work. The owner just bought the boat last summer, and he was having a lot of engine issues last year.

A J-35 was in and they did an insurance claim on her following a grounding last



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# Boat And Ship Yard News

summer. This meant making repairs to the stringers and keel.

Presently in the paint bay they have got a Tartan 37, which they have done just about everything on. They just sprayed the deck non-skid and they are putting all the hardware back down. They also stripped all the woodwork back to nothing and building it all back up.

They store about 90 boats and are hoping their owners contact them soon if they need anything special done. With the warm temperatures we have been having lately I am sure the phone has been ringing.

### Morgan Bay Boats Frankfort

They have three boats, all Morgan Bay 43s, under construction. The middle boat is the one furthest along and she is being finished out as a sportfisherman for a customer from New York and the Bahamas. Presently they are working on her interior and systems. Her interior consists of a forward stateroom with a V-berth; a quarter berth to starboard and a head and shower to port. Up in the shelter the galley is to starboard with a settee to port. She is powered with a 1,000-hp 12.9 Caterpillar diesel. They are now down to the finishing touches and expect to have her over and gone by the end of spring.

The boat to her right is also being finished out as a sportfisherman for a customer from New York and Florida. This boat has almost the same layout, but the galley is on the opposite side. This one is powered with a 1,150-hp C18 Caterpillar diesel. They are also not far from completion on this one with just interior finish work and systems to do. They hope to have her over before the end of spring.

The third hull is being finished out as a Coast Guard inspected charter boat. This is a fairly simple boat with a V- berth, a separate berth to port and freezer chest below, not sure what will be in the shelter and she will be powered with a 750-hp John Deere diesel. This boat was supposed to go out last fall, but was delayed due to Coast Guard requirements. Now she may have more done here before she leaves.

After the middle boat goes out they will begin on their new model, which will either be a 46 or 47. The 43 has proven to be a real

slippery model and those that own one have said they would be interested in the new model. Right now they have two customers who have stepped up saying they want one. They are not going to change the design much, maybe a little bit wider and raise the sheer a bit.

As for the 43, they have others interested in finishing them off as a sportfisherman. They really do not like doing kits as some of these are not finished off as they should be. There are certain builders who can certainly finish it out properly and balance the boat so it performs well.

### Padebco Boat Round Pond

There are three Padebcos and a fly-bridge cruiser on the floor in the main shop. They are doing major renovations on the three Padebcos, two 21s and one 23. One of these is the first 21 built prior to a mould that inspired Bruce Cunningham to put them into production. Her problem is that the fiberglass fuel tank had gotten soft and was leaking so they are replacing the fuel tank. The other 21 sank at her mooring, because she also had a fuel leak and the fuel caused the flotation foam to turn into a jelly and when the bilge pump turned on it sucked this jelly into the pump and caused it to fail, thus causing the sinking. They also found that the automatic bilge switch was not working because the wiring had corroded. They have a 60 gallon aluminum fuel tank coming and that will be installed and then they will put in a new platform. They will also rewire the boat and they are also having the 150-hp outboard gone over at New Meadows Marina in West Bath.

The other Padebco on the floor is the original 23 footer, launched in 1998, and she sank at the dock on Cape Cod due to owner neglect. They thought they were going to be able to save more, but it was not prudent. She is getting a new liner and deck, outboard extension and will be totally Awlgripped. She will also get a new 200-hp outboard instead of the 150 she had.

Back at the Maine Boat Show in Portland last October they sold a new boat, but because of the work-load they already had

Continued on Page 18.



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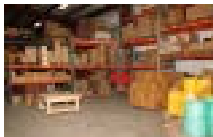
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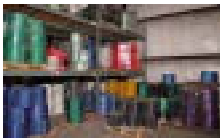
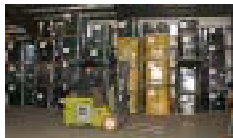
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# Boat And Ship Yard News

**Continued from Page 15.**

they opted to finish up the repair work and several other projects that had lingered a bit. One project that has lingered is a Tiara 36, which had her gas engines replaced with twin diesels and now they are working on her systems. However, her owner keeps adding more to the work list, but they are hoping to get everything done and get her launched this year.

Another project they are finishing up on is a 24-foot powerboat, which they have repowered. She started life with a jet drive, but her owner did not like it and had them removed. Now she was overpowered and they are now installing a 70-hp Volvo. This is in and now they are making some modifications and doing some cosmetic upgrades.

Other projects include: redoing the bottom and replacing the windows on a Sabre 30; a Padebeco 32 is getting new fuel tanks;

a Mariner 40 went aground last summer and she having repairs made to the area around her keel; and a Padebeco 27 is being converted from a jet drive to a standard inboard engine.

**Rockport Marine**  
Rockport

Not yet underway, but will be shortly, is a 45-foot sailboat designed by Bill Tripp for a customer from southern New England. It will be modern construction with a lifting keel and will start sometime in March.

One of the big winter projects was restoring a Concordia. She has received a new fore foot, new keel plank, new floors and some new frames and planks. She will be finished up early this spring.

The boat just behind her is a 10-tonner designed and built in Ireland in the early 1900s. She was in to have her stem replaced.

To the right of the Concordia is WIND ROSE, an A. Neilson design. She was built by Brion Rieff of Brooklin and is in for some system work.

The little powerboat, designed in-house, with a 200-hp outboard on her transom is nearing completion for her owners from Texas.

They just finished up a major refit on a fiberglass powerboat, BEACH COMBER, which came up from Florida. She had a new hard top put in, systems work, new windshield and she has been loaded on a truck and sent home to Florida.



At Eric Dow's shop in Brooklin they are building an airplane. This is a wing, which was built by the owner, but the rest will be completed at Eric's shop.

## Maine DMR News

**Continued from Page 11.**

and subtidal will occur during a Nov 8th to April 8th work window as required by the Army Corps of Engineers Maine General Permit.

To aid in its assessment, the DMR held a hearing for the purpose of receiving public comment on the potential impacts of the proposed project on March 2, 2020.

Based on feedback received during the hearing, DMR has decided to extend the public comment period until 5:00 pm Thursday, March 12, 2020.

Written comment can be provided by mail to: Amanda Ellis, Department of Marine Resources, 21 State House Station, Augusta, Maine 04333; or by email to: [dmr.rulemaking@maine.gov](mailto:dmr.rulemaking@maine.gov).

**Maine's 2019 Commercial Landings Were the Second Most Valuable of All Time**

At \$673,910,558, the value of Maine's commercially harvested marine resources in 2019 was the second highest of all time, and an increase of more than \$26 million over 2018. "Maine continues to produce the highest quality seafood in the world," said Maine Governor Janet T. Mills. The exceptional value of our marine resources is the result of a steadfast commitment to responsible, sustainable harvesting, innovative cultivation practices, and delivery of the highest quality product.

Maines lobster harvesters landed 100,725,013 pounds, marking the ninth year in a row, and only the ninth ever, of landings that topped 100 million pounds. Despite a

17 percent decline in pounds landed from 2018, the value topped \$485 million, ranking 2019 as the fourth most lucrative for the iconic fishery on the strength of a 20 percent increase in per-pound value.

Even with a slow start last year, Maines lobster industry ended the year strong, with landings picking up significantly in the last few months, said Maine Department of Marine Resources Commissioner Patrick Keliher. There are many factors in the marine environment that impact landings. Last year the cold spring caused a delay in the molt which is when lobsters shed their shells and the bulk of the harvest occurs. Fishermen held off until the shed happened, so fishing was slow early but picked up later in the year, said Commissioner Keliher.

According to data published by NOAA, American lobster was the most valuable single species harvested in the U.S. in 2015, 2016, 2017, and 2018, with Maine landings accounting for approximately 80 percent of that value each year. Our lobster industry continues to be one of the most important economic engines in Maine and its reputation is worldwide, said Governor Mills.

Elvers again topped \$2,000 per pound which resulted in an overall value of \$20,119,194, ranking it as the second most valuable species harvested in Maine in 2019 and once again by far the most valuable on a per pound basis.

Softshell clammers raked in an additional 623,000 pounds compared to 2018, which generated more than \$18 million for harvesters and made softshell clams Maines third most valuable species. The uptick in value was due to the additional landings plus a 30 percent increase in value, which jumped from \$1.80 per pound in 2018 to \$2.34 per pound in 2019.

3.2 million pounds of oysters were harvested in 2019, an increase of 460,911 pounds over 2018, resulting in a jump in value of \$336,334, for a total value of \$7,622,441, making oysters the fourth most valuable species.

The fifth and sixth most valuable fisheries in Maine were blood worms, used as bait for species including striped bass, valued at \$6,283,315, and urchins, worth \$5,835,917.

Maines fishing and aquaculture industries have again shown what hard work, and a commitment to sustainable, responsible harvesting and cultivation practices can accomplish, said Commissioner Keliher. But Maine continues to face challenges associated with climate change, federal whale regulations, and working waterfront access. These are challenges that the Mills Administration will continue to work on to make sure Maines marine economy remains strong for future generations.

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# U. S. COAST GUARD NEWS

**Continued from Page 7.**

POLAR STAR demonstrate each and every day,” said Greg Stanclik, commanding officer of POLAR STAR.

“Maintaining and operating a 44-year-old ship in the harshest of environments takes months of planning and preparation, long workdays and missed holidays, birthdays and anniversaries with loved ones. POLAR STAR crew truly embodies the ethos of the Antarctic explorers who came before us — courage, sacrifice and devotion.”

Commissioned in 1976, POLAR STAR is the United States’ only operational heavy icebreaker, capable of breaking ice up to 21 feet thick. Reserved for Operation Deep Freeze each year, the ship spends the winter breaking ice near Antarctica, and when the mission is complete, returns to dry dock in order to conduct critical maintenance and repairs in preparation for the next Operation Deep Freeze mission.

If a catastrophic event, such as getting stuck in the ice, were to happen to the Coast Guard Cutter HEALY (WAGB 20) in the Arctic or to POLAR STAR near Antarctica, the U.S. Coast Guard is left without a self-rescue capability.

By contrast, Russia currently operates more than 50 icebreakers – several of which are nuclear powered.

The Coast Guard has been the sole provider of the nation’s polar icebreaking capability since 1965, and is seeking to

increase its icebreaking fleet with six new polar security cutters to ensure continued national presence and access to the Polar Regions.

In April, the Coast Guard awarded VT Halter Marine Inc. of Pascagoula, Mississippi, a contract for the design and construction of the Coast Guard’s lead polar security cutter, which will also be homeported in Seattle. The contract also includes options for the construction of two additional PSCs.

“Replacing the Coast Guard’s icebreaker fleet is paramount,” said Vice Adm. Linda Fagan, commander of the Coast Guard’s Pacific Area. “Our ability to clear a channel and allow for the resupply of the United States’ Antarctic stations is essential for continued national presence and influence on the continent.”

**Air Station Cape Cod to celebrate more than 100 years of aviation in Massachusetts**

5 March  
BOSTON — Coast Guard Air Station Cape Cod will celebrate its 50th anniversary at Joint Base Cape Cod and more than a 100 years of Coast Guard aviation in Massachusetts, Sept. 19, 2020.

Air Station Cape Cod is scheduled to hold a free, public open house with tours of the unit, food, entertainment, and static displays of historic and current aircraft.

As the oldest continuously operating air station, the roots of Air Station Cape Cod can



The icebreaker POLAR STAR at McMurdo.

be traced back to 1925 when the first formal unit was established on Ten Pound Island in Gloucester.

The air station supports every Coast Guard mission in the Northeast and across the county, but its primary missions are search and rescue, law enforcement, and maritime pollution response. The men and women of Air Station Cape Cod are responsible for all Coast Guard aviation operations from the Canadian border to New York.

The air station is home to two aircraft, the HC-144 Ocean Sentry airplane and the MH-60 Jayhawk helicopter and has a crew complement of 180 personnel.







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# Guest Letter: Just Trying to Survive Government Regulations

Continued from Page 10.

than a trip boat that is staying out 3-7 days. Observer coverage is supposed to be around 50 percent but they are looking to go 100 percent coverage now. The coverage was based on each harbor being covered. When this went into effect there were 25 ground-fish boats for example now there are only 2 groundfish boats available so basically these two boats end up with coverage on every trip. Even if the boat has been inspected by the Coast Guard and the fisherman receives a safety sticker the observers perform their own safety inspections, which includes them walking on the roof sometimes to check the date on the Life Raft and hydrostatic release which the captain has the paperwork saying when the life raft and hydrostatic release has been inspected and how long it is good for down in the wheelhouse. Now what happens if the observer kicks it or causes damage to anything else up there he/she puts everyone at risk now. Because so many EPIRB cases were damaged from inspections they now insist the captain open the container every three months so they can verify the dates. That has caused some fishermen to move theirs from the roof to the back of the wheelhouse where it may get caught under the roof overhang because they themselves don't want to climb on the roof. Fishing is one of the most dangerous occupations around. To have someone that is unfamiliar trampling all over one's property can get on people's nerves especially when this is something they have been doing all their life and someone else is possibly jeopardizing it.

If you are assigned an observer you must take them or risk being not allowed to fish. Now you must make accommodations to have this extra person on your vessel. So if you do not have enough bunks for them to sleep you need to leave one of your help home if you are staying out. Now you're out there fishing, you dump your net contents on the deck to see what you have hauled in. You grab your fish, separating what you can keep from the "trash fish" and as you are trying to do your job you see this observer taking a fish pick and stabbing lobsters, crabs and fish which could be returned to the ocean ALIVE but after being stabbed and set in a box waiting to be weighed, measured and recorded they are ALL DEAD NOW. So how does this make sense to a normal person? Observers are supposedly supposed to be a job to help in conserving when in fact what they are really doing is the complete opposite. Not one thing is being returned to the ocean alive when it could be. And even if something makes it back in the ocean alive the way NOAA has it set up is that all discards are counted as dead. Which is bologna. The way the system is set up now is against conserving. The other option for our fishermen is to set up a bunch of cameras all over their boat so they are being watched the entire time they are out there. Guess fishermen have no right to privacy?? I am a female been on many boats that do not have bathroom facilities...should I be subjected to relieve myself on camera?? I bet Mike the CEO wouldn't go for this or any of the employees at NOAA but fishermen have to put up with it.

Fishermen have a quota allotted to them or can purchase quota. Now Joe 'the fisherman' goes out fishing. He has 5,000 pounds in cod quota allotted to him. He hauls in his gear hoping to come up with some haddock which incase he has to purchase more quota is much cheaper than purchasing Cod quota but unfortunately this time Joe hits the cod 6,000 pounds. Joe is screwed. Joe knows that if he is hitting the cod so is a lot of guys around him. So the price is going to tank. Now in the past Joe would have been able to set the nice large healthy fish back in the ocean to catch another day but not today. Today Joe has to keep everything that lands on his deck if it is legal size and species. And Joe also has to watch 'Karen' the observer kill everything else that came aboard that could have been returned to the ocean alive if it was done in a better more timely manner or that she wasn't afraid of being bit by the lobster or crab. Joe doesn't blame Karen but she should have been trained better. If she is being hired to do a job then she or he should be qualified to do it properly and if the premise of the job is based on conserving the fishing stocks then she or he should be on the same page. Joe and his deckhand finish the day always guarded on what their conversations might be as not to offend the observer. Joe can't take a chance on getting in trouble by what might come out of his mouth on his own boat that he worked hard to pay for and maintain. Joe has a family to support and actually a few families to support...like his deckhands, where he buys his equipment, the guys that he has come down to do any repairs that Joe can't handle himself etc...Joe gets back to the dock, fills out his paperwork that he has to turn in to the fish dealer and prays that the price will be good enough so he can make a day's pay. Unfortunately, this day was not Joe's day. Price goes off at auction for \$1.90 lb. It cost joe \$1.60 a pound for cod. That's \$.30 a pound...take out what the dealer charges to move the fish, cost of fuel, paying the guys on the boat what's left?? Now throw in if he had to pay an observer approx. \$800 a day. (Observers are provided by private compa-

nies subject to charge whatever they want to basically which is decided or approved by contracts with NOAA). The other choice ground fishermen have is to have cameras on their vessels watching everything they do. Please name me one other occupation or profession that would put up with this much oversight and be threatened with having to pay for it themselves all the time. There isn't one and it's not even just the profession, one group of fishermen are being singled out the ground fishermen. There are words for what I am describing like discrimination but I am trying not to use them. Joe the fisherman just wants to do an honest day's work for an honest day's pay. He wanted to be a proud dad and teach his son or daughter this but with regulation after regulation being put up he can't see himself retiring as a commercial fisherman never mind his child. Fishermen are not bad. They actually have bent over backwards to try and conserve and make efforts to save the commercial fishing industry even though by doing this it has cut their own throats.

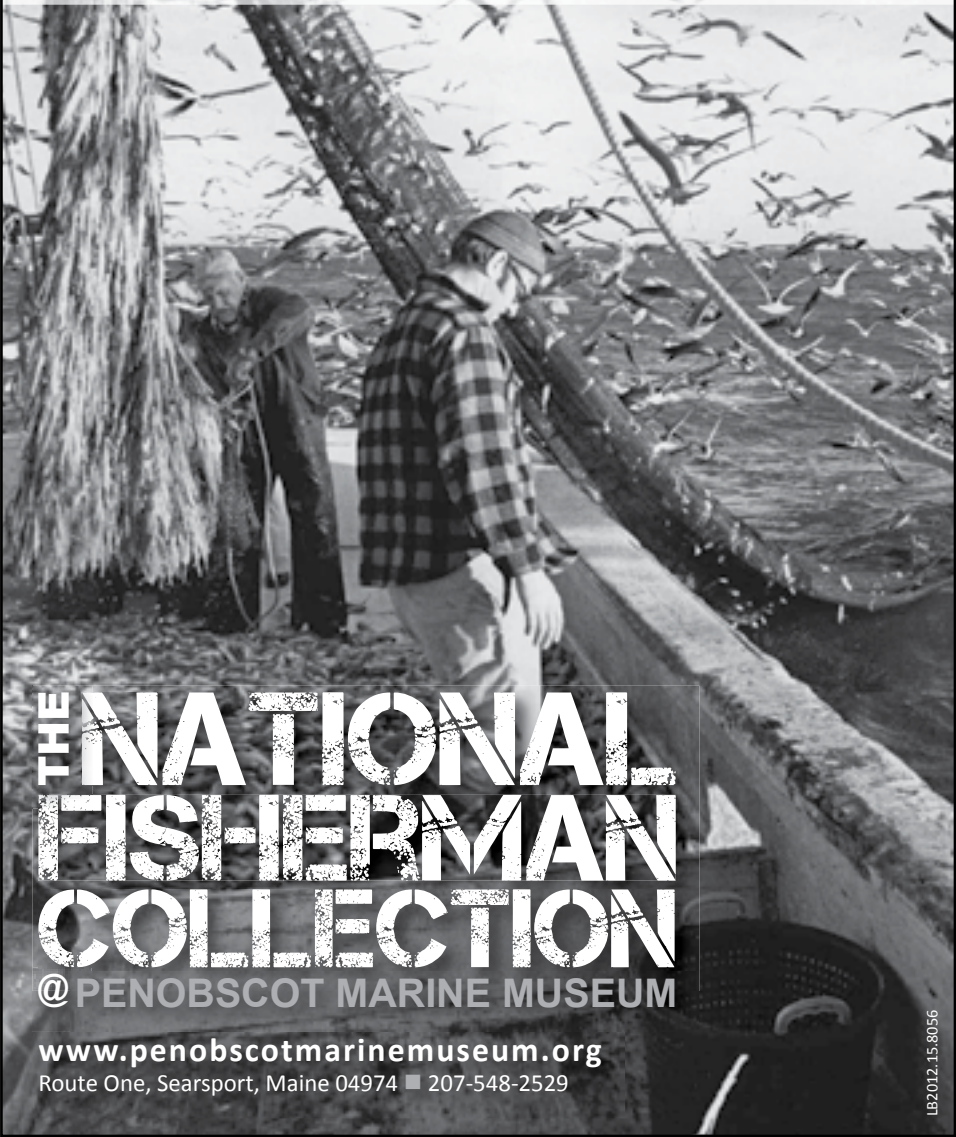
I tried to explain what the commercial fisherman is dealing with daily and put it into another profession to make it more obvious of how it is not right. Hopefully I was able to do this and next time you are at the local fish store and you have a choice to buy local or imported products you choose local and support your local fishermen. Because soon they will no longer be around if the choking regulations continue.

*By Linda Hunt, Ex-Commercial Fisherman, but Fisherman for Life*

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Penobscot Marine Museum's National Fisherman photography collection is the definitive resource for seeing and understanding the commercial fisheries in 20<sup>th</sup> century North America.

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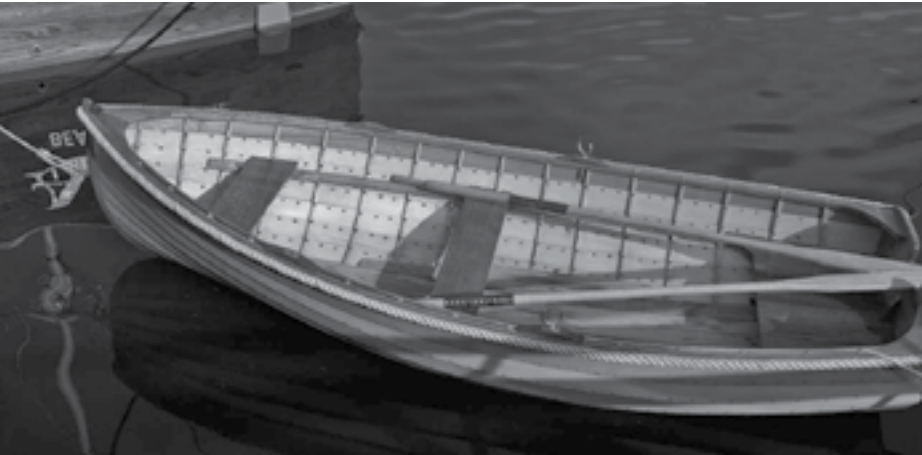
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# U. S. NAVY NEWS

## Continued from Page 8.

Missile (SLBM) Trident II (D5LE) strategic weapon system.

SLBMs are the sea-based leg of the nation’s strategic nuclear deterrent Triad that also includes the U.S. Air Force’s intercontinental ballistic missiles (ICBM) and nuclear-capable bombers. Each part of the Triad provides unique capabilities and advantages.

The sea-based leg makes up the majority approximately 70 percent of the U.S.’s deployed strategic nuclear deterrent Triad.

### NRL Researchers Monitor Changing Arctic Using Sound

By J. Raynel Koch, U.S. Naval Research Laboratory Public Affairs  
WASHINGTON (NNS) -- U.S. Naval Research Laboratory scientists developed Ice-tethered Acoustic Buoys to monitor the acoustic and oceanographic environment in the changing Arctic. The buoys provide critical oceanographic data to improve prediction capabilities of ocean and climate models.

These buoys validated the Arctic researchers sound propagation theories and will continue to guide and validate theoretical studies in the Beaufort Sea from March 2020 to March 2021.

“Our job, in real time, does the tomography in the ocean with buoys,” said Altan Turgut, research physicist with NRL. “Every four hours they assimilate data into the ocean models.”

Ocean acoustic tomography is a technique that uses sound waves to image sections of ocean temperature and current.

The buoys are a practical alternative to more traditional acoustic and oceanographic measurements techniques, because they

provide real-time monitoring and operational capability. Additionally, they enable under-ice acoustic communication and navigation capability for mobile platforms such as ocean gliders and underwater autonomous vehicles.

Turgut and his colleagues began to investigate the effects of changing ice characteristics in 2016 on mid-frequency sonar performance in the modern Arctic. Mid-frequency sonars have a frequency range similar to most common bird songs.

The researchers participated in several multi-institutional Arctic expeditions to assess the impact of changing sea ice on mid-frequency sonar performance.

Turgut and his team deployed several NRL-built acoustic and environmental mooring instruments during the multi-institutional Canadian Basin Acoustic Prorogation Experiment (CANAPE) in the Beaufort and Chukchi seas on the northeast and northwest shores of Alaska.

Two source moorings transmitted mid-frequency signals every four hours for 40 minutes and one Billboard Array recorded acoustic data during the yearlong experiment.

The Billboard Array is an acoustics instrument equipped with 64 receiver elements lying in a 7 meters by 4 meters vertical plane. It differentiates and amplifies sounds from different directions. The array provided remarkable acoustic data under both seasonal oceanographic and sea ice conditions.

“Results from CANAPE showed favorable sound transmissions are possible within a cold and fresher water layer at 100 to 200 meter depths,” Turgut said. “The sounds were bounded by warm Pacific summer water from above and warm Atlantic water from below.”

The researchers also developed the first mathematical model to simulate and predict sound propagation under the ice called the Arctic Parabolic Equation.

“This model accurately simulates the interaction of sound waves with the sea ice that has been a challenging numerical problem,” said Michael Collins, NRL mathematician who developed the Arctic Parabolic Equation.

Scientific evidence indicates the character of the Arctic sea ice continues to change. The current sea ice composition is thinner, younger and declined at a rate of 13 percent in the summer and three percent in the winter per decade.

“Interaction between the ocean and atmosphere is increasing and becoming similar to those at lower latitudes with more open ocean and fragile thin ice conditions,” Turgut said. “Therefore, acoustic measurements of new ice composition and near-surface hydrography would be essential for accurate ocean and climate model predictions in the Arctic.”

NRL is a scientific and engineering command dedicated to research that drives innovative advances for the Navy and Marine Corps from the seafloor to space and in the information domain. NRL headquarters is located in Washington, D.C., with major field sites in Stennis Space Center, Mississippi; Key West, Florida; and Monterey, California, and employs approximately 2,500 civilian scientists, engineers and support personnel.

### USNS Newport (EPF 12) Launched

From PEO Ships Public Affairs  
MOBILE, AL (NNS) -- The U.S. Navy’s 12th Expeditionary Fast Transport (EPF) vessel, the future USNS Newport (EPF 12), was launched at Austal USA’s shipyard,

Feb. 20.

The launching of an EPF is a multi-step process. The ship modules are constructed in Austal’s manufacturing facility, then transported to the assembly bay. When ready for launch, the ship is translated by heavy lift machinery to a docking barge in the Mobile River and further translated onto a floating dry dock. From there, the dry dock is submerged and the ship is launched. The translation and launch takes place over the course of two days.

“We are excited to get Newport in the water, so we can shift focus to final outfitting and trials,” said Tim Roberts, Strategic and Theater Sealift program manager, Program Executive Office Ships. “EPFs increase our reach, improving our ability to sustain our Navy and Marine Corps forces around the globe.”

EPFs are versatile, non-combatant, transport ships that are being used for high-speed transportation of troops, military vehicles, and equipment. The vessels support a variety of missions including overseas contingency operations, humanitarian assistance and disaster relief, support of special operations forces, theater security cooperation activities and emerging joint sea-basing concepts.

EPFs are capable of transporting 600 short tons 1,200 nautical miles at an average speed of 35 knots. Each vessel includes a flight deck to support day and night aircraft launch and recovery operations. The ships are capable of interfacing with roll-on/roll-off discharge facilities, as well as on/off-loading vehicles such as a fully combat-loaded Abrams Main Battle Tank.

The future USNS Newport is on track to deliver later this year. Austal USA has

Continued on Page 22.

## International Maritime Library

# We have gone live! at: internationalmaritimelibrary.org

Presently we have a listing of just over 54,000 vessels, mostly compiled from the “List of Merchant Vessels of the United States” (MVUS) for the years 1867 to 1885. A couple of other lists have been added to this. These include: WPA Custom House records for Bath, Maine; Frenchman’s Bay, Maine; Marshfield, Oregon; New Bedford, Massachusetts, and New Orleans, Louisiana; The Record of Canadian Shipping; Robert Applebee’s notes; and notes compiled on New England shipwrecks by noted shipwreck diver, Bradford Luther, Jr. Currently working on 'Version 2' after adding more lists and now updating and correcting errors and removing duplicates, which should expand the number of vessels to between 75,000 to 100,000 vessels. This new Version should be up the end of March.

**CHECK IT AND LET US KNOW WHAT YOU THINK!**

### ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

Also, transcribing maritime articles from: Maine Industrial Journal (1880 to 1918); Bangor Whig & Courier (1836-1899); Republican Journal (1829 to present); and various others including Eastern Argus (Portland), Bath Daily Times, Eastport Sentinel, Ellsworth American, New Bedford Mercury, Salem Gazette and Boston Evening Transcript.

Transcribing: WPA Ship Documents, especially ones not published.

There is a massive amount of work to be done to accomplish these goals. To make this happen we need support, please help us do more!

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# U. S. NAVY NEWS



**GULF OF MEXICO (July 15, 2019)** The future amphibious assault ship USS Tripoli (LHA 7) transits the Gulf of Mexico during builder's trials, July 15, 2019. Tripoli is the third U.S. Navy ship named for the Battle of Derne in 1805, the first land battle the United States fought overseas. Tripoli is expected to be commissioned in the summer of 2020. (U.S. Navy photo courtesy of HII by Derek Fountain/Released)

**Continued from Page 21.**

also started construction of the future USNS Apalachicola (EPF 13) and is under contract to build the future USNS Codoy (EPF 14).

As one of the Defense Department's largest acquisition organizations, PEO Ships is responsible for executing the development and procurement of all destroyers, amphibious ships, special mission and support ships, and special warfare craft.

## Future USS Delbert D. Black Completes Builders Trials

From Team Ships Public Affairs  
PASCAGOULA, Miss. (NNS) -- The future USS Delbert D. Black (DDG 119) successfully completed Builder's trials Feb. 22 after spending three days underway in the Gulf of Mexico. The trials were conducted by the shipbuilder, Huntington Ingalls Industries (HII), Ingalls Shipbuilding Division.

The ship was previously underway for Alpha trials in Dec., and will be underway again in Mar. for Acceptance trials, which

will be conducted by the U.S. Navy's Board of Inspection and Survey.

“The Navy and our dedicated shipbuilders have continued to make strides towards delivering this exceptional capability to the fleet, and performed well during builder’s trials,” said Capt. Seth Miller, DDG 51 class program manager, Program Executive Office (PEO) Ships. “This ship continues the proud Aegis shipbuilding legacy and will provide the Navy with a 21st century fighting edge.”

Delbert D. Black is configured as a Flight IIA destroyer, which enables power projection, forward presence and escort operations at sea in support of Low Intensity Conflict/Coastal and Littoral Offshore Warfare as well as open ocean conflict. DDG 119 will be equipped with the Navy's Aegis Combat System, the world's foremost integrated naval weapon.

III's Pascagoula shipyard is also currently in production on the future destroyers Frank E. Petersen Jr (DDG 121), Lenah H. Sutcliffe Higbee (DDG 123) and Jack H.

Lucas (DDG 125), the first ship to be built in the Flight III configuration.

As one of the Defense Department's largest acquisition organizations, PEO Ships is responsible for executing the development and procurement of all destroyers, amphibious ships, special mission and support ships, and special warfare craft.

## Navy Accepts Delivery of Future USS Tripoli

From Team Ships Public Affairs  
PASCAGOULA, Mississippi (NNS) -- The Navy accepted delivery of the future USS Tripoli (LHA 7), the Navy's newest America-class amphibious assault ship, from Huntington Ingalls Industries (HII)-Ingalls Shipbuilding Division Feb. 28.

Amphibious assault ships project power and maintain presence by serving as the cornerstone of the amphibious ready group or expeditionary strike group. These ships transport elements of the Marine expeditionary unit or Marine expeditionary brigade with a combination of aircraft and landing craft.

Optimized for aviation capability, Tripoli will enhance Marine Corps aviation with an enlarged hangar deck, greater maintenance capability, and JP-5 fuel capacity.

“On behalf of the entire team, I am grateful to take delivery of this versatile war-fighting asset,” said Tom Rivers, amphibious warfare program manager for Program Executive Office (PEO) Ships. “The Navy and industry team has worked persistently to deliver this platform, ready to integrate the Marine Corps air combat element, including the Joint Strike Fighter, to our combatant commanders.”

LHA 7 incorporates the fuel efficient gas turbine propulsion plant, zonal electrical distribution, and electric auxiliary systems first installed on USS Makin Island (LHD 8). LHA 7 will be 844 feet in length, will have a displacement of approximately 44,971 long tons, and is capable of operating at speeds of over 20 knots.

“Shipbuilding is a team sport, and LHA 7 is no exception,” said the Supervisor of Shipbuilding, Conversion and Repair Gulf Coast, Capt. Nathan Schneider. “LHA 7 represents the culmination of significant work effort by shipbuilders here at Ingalls Shipbuilding in Pascagoula, suppliers around the nation, and government stakeholders both here in Pascagoula, as well as Naval Sea Systems Command and the Program Executive Office for Ships in Washington, D.C., along with the warfare centers around the country. SUPSHIP Gulf Coast is proud to be a part of the team that is delivering this great asset to the Navy and Marine Corps warfighters!”

With Tripoli delivered, the ship will focus on moving crew aboard and preparing for commissioning and sail away later this year.

HII's Pascagoula shipyard is also currently in production on Bougainville (LHA 8), the guided missile destroyers Delbert D. Black (DDG 119), Frank E. Peterson (DDG 121) Lenah H. Sutcliffe Higbee (DDG 123), Jack H. Lucas (DDG 125), and amphibious transport dock ships, Fort Lauderdale (LPD 28) and Richard M. McCool Jr. (LPD 29).

As one of the Defense Department's largest acquisition organizations, PEO Ships is responsible for executing the development and procurement of all destroyers, amphibious ships, special mission and support ships, boats and craft.

## Navy to Christen Littoral Combat Ship Cooperstown

From the Office of the Navy Chief of  
Information

MARINETTE, WI (NNS) -- The Navy will christen its newest Freedom-variant littoral combat ship (LCS), the future USS Cooperstown (LCS 23), during a 10 a.m. CDT ceremony Saturday, Feb. 29, in Marinette, Wisconsin.

Mrs. Alba Tull will serve as the ship's sponsor. In a time-honored Navy tradition, Mrs. Tull will christen the ship by breaking a bottle of sparkling wine across the bow. Ms. Jane Forbes Clark, Chairman of the Board of Directors of The National Baseball Hall of Fame and Museum, will deliver the christening ceremony's principal address.

“The christening of the future USS Cooperstown marks an important step toward this great ship’s entry into the fleet,” said Acting Secretary of the Navy Thomas Modly. “The dedication and skilled work of everyone involved in the building of this ship has ensured that it will represent the great city of Cooperstown and serve our Navy and Marine Corps team for decades to come.”

LCS is a modular, reconfigurable ship, designed to meet validated fleet requirements for surface warfare (SUW), anti-submarine warfare (ASW) and mine countermeasures (MCM) missions in the littoral region. Using an open architecture design, modular weapons, sensor systems and a variety of manned and unmanned vehicles to gain, sustain and exploit littoral maritime supremacy, LCS provides the U.S. joint force access to critical areas in multiple theaters.

The LCS class consists of two variants, the Freedom variant and the Independence variant, designed and built by two industry teams. The Freedom-variant team is led by Lockheed Martin in Marinette, Wisconsin, (for the odd-numbered hulls). The Independence-variant team is led by Austal USA in Mobile, Alabama, (for LCS 6 and the subsequent even-numbered hulls).

LCS 23 is the 12th Freedom-variant LCS, the 23rd in the class. She is the first ship named in honor of Cooperstown, New York. Cooperstown received its name on July 25, 2015, during a ceremony at the National Baseball Hall of Fame, which is located in Cooperstown. Her name honors the veterans who are members of the Baseball Hall of Fame located in the namesake city. These 64 men served in conflicts ranging from the Civil War through the Korean War.

## USS Gerald R. Ford Prepares to Begin Flight Deck Certification


From USS Gerald R. Ford and Naval Sea Systems Command Public Affairs  
NORFOLK (NNS) -- USS Gerald R. Ford (CVN 78) is poised to log major milestones this month, when Carrier Strike Group Twelve (CSG-12) assumes operational control of the first ship of the Navy's newest class of aircraft carrier and the ship begins flight deck certification off the coast of Norfolk, Virginia.

"I appreciate the diligence and speed that are being applied by all hands to 'Make FORD Ready,'" said Acting Secretary of Navy Thomas B. Modly. "The updates I received at last week's Ford Summit demonstrate the commitment of our people to accelerating our progress in the right direction. To help us proceed expeditiously I look forward to bringing on the first FORD carrier strike group commander that will bring us into future operations and set the standard for the class."

On March 2, CSG-12, under the command of Rear Adm. Michael E. Boyle, assumed operational control of Gerald R. Ford. The Norfolk-based CSG had previously operated aboard USS Abraham Lincoln (CVN 72), which set a 290-day record for a

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# U. S. NAVY NEWS

carrier strike group deployment.

“We’re extremely excited to have Gerald R. Ford join Carrier Strike Group twelve as she prepares for Flight Deck Certification this month, an important milestone on her way to becoming a fully operational aircraft carrier,” said Boyle. “I know the ship has already achieved many milestones during her Post Delivery Test and Trials, and I believe Ford’s leadership and support system will continue that forward progress.”

As part of “Make FORD Ready” initiative, Secretary Modly convened the Gerald R. Ford’s second summit Feb. 26, to continue harnessing the collective expertise of senior Navy and shipbuilding industry leaders to transition CVN 78 into Fleet operations as quickly and effectively as possible. The summit showcased a number of achievements.

Entering the fourth month of an 18-month Post Delivery Test and Trials (PDT&T) period, the ship has performed extremely well while under way for 54 of 110 days, since completion of its Post-Shakedown Availability in October 2019, conducting exercises and testing installed shipboard systems at sea as well as pier-side at Naval Station Norfolk.

CVN 78 completed Aircraft Compatibility Testing (ACT) on January 31, following 16 days under way, during which the crew launched and recovered 211 aircraft, testing five different airframes and employing first generation, state-of-the-art flight deck systems. The testing phase included Gerald R. Ford’s first-ever underway catapult launches and arrested landings for several aircraft types, including C-2A Greyhounds, E-2D Advanced Hawkeyes, F/A-18E/F Super Hornets, EA-18G Growlers, and T-45C Goshawks.

The total count for launches and recoveries since CVN 78’s delivery is now 958, along with another 147 aircraft “touch and goes.” All of the aircraft types expected to make first deployment are now certified to conduct flight operations on board the ship.

During the first significant in-port period, known as a Window of Opportunity, CVN 78 performed at 135% of plan, completing 1,620 work items against a plan of 1,194. The ship is on track to accomplish the next significant milestone of Flight Deck Certification later this month, and upon completion, will serve as the primary Carrier Qualification CVN on the East Coast, generating readiness for naval aviation in the form of newly qualified student aviators and re-qualified fleet pilots.

Final construction of the ship’s Advanced Weapons Elevators (AWEs) is also progressing. The four elevators previously turned over to the crew continue to perform well, with Sailors conducting more than 7,000 cycles. Lower Stage Elevator #5, which provides aft magazine access, has progressed into final testing and is on track to turn over in April. Lower Stage Elevator #1, which provides forward magazine access, is on track to turn over in the fourth quarter of Fiscal Year 2020. The remaining five elevators are on track to be turned over by Full Ship Shock Trials, scheduled for Fiscal Year 2021.

In May, Carrier Air Wing Eight (CVW) 8 will embark Gerald R. Ford and begin conducting cyclic flight operations. This will include the first end-to-end movement, loading, and launch of inert ordnance from the ship’s aft weapons magazine to an F/A-18 on the flight deck. Eight of the remaining nine at-sea periods will involve flight operations and carrier qualification events, which, when completed, will add significant operational readiness to the Fleet.

“NNS [Newport News Shipbuilding] is

working as hard as they can to deliver the remaining elevators in the most efficient timeline possible,” said Ford’s Commanding Officer, Capt. John J. Cummings. “These lower stage elevators are critical to our lethality in that they will allow our crew to move ordnance between the lower levels and the main deck. I am confident NNS has worked through initial technology concerns and will deliver the lower stage elevators as soon as possible.”

## Construction Begins on Bath Iron Works’ First Flight III Arleigh Burke-Class Destroyer

From Team Ships Public Affairs  
BATH, Maine (NNS) -- Construction of the future USS Louis H. Wilson Jr. (DDG 126) officially began at General Dynamics Bath Iron Works (BIW) shipyard on Mar. 3. The milestone was marked by a ceremony at BIW’s structural fabrication facility in Brunswick, Maine. DDG 126 will be the first Arleigh Burke-class destroyer built in the Flight III configuration at BIW.

Flight III destroyers will have improved capability and capacity to perform Anti-Air Warfare and Ballistic Missile Defense in support of the Integrated Air and Missile Defense mission. This system delivers quick reaction time, high firepower, and increased electronic countermeasures capability for Anti-Air Warfare. The ship will honor Marine Corps General Louis Hugh Wilson, Jr., who was awarded the Medal of Honor for his indomitable leadership and daring combat tactics in the Battle of Guam in 1944.

During a prolonged firefight with Japanese forces, Wilson led Marines under his command across rugged terrain to secure a strategic objective. Despite being wounded three times, Wilson and his men defended their position for more than 10 hours of combat. The following day, Wilson led a 17-man patrol to capture, secure, and hold a second position.

“This is a tremendous occasion as we mark the start of construction on BIW’s first Flight III Arleigh Burke class destroyer,” said Capt. Seth Miller, DDG 51 class program manager, Program Executive Office (PEO) Ships. “General Wilson embodied the spirit of our nation in his will to protect his fellow Marines and countrymen. What better way to honor him than to build a highly capable warship that advances our Navy’s ability to protect and defend our Nation.”

When operational, this multi-mission surface combatant will serve as an integral player in global maritime security, engaging in air, undersea, surface, strike and ballistic missile defense as well as providing increased capabilities in anti-submarine warfare, command and control, and anti-surface warfare. BIW is currently in production on the future Arleigh Burke class destroyers Daniel Inouye (DDG 118), Carl M. Levin (DDG 120), John Basilone (DDG 122), Harvey C. Barnum Jr. (DDG 124), and Patrick Gallagher (DDG 127), as well as the Zumwalt class destroyer Lyndon B. Johnson (DDG 1002). As one of the Defense Department’s largest acquisition organizations, PEO Ships is responsible for executing the development and procurement of all destroyers, amphibious ships, special mission and support ships, boats and craft.

## Navy to Commission Expeditionary Sea Base USS Hershel ‘Woody’ Williams

From the Office of the Navy Chief of Information  
WASHINGTON (NNS) (NNS) -- The Navy will commission its newest Expeditionary Sea Base, USS Hershel “Woody” Williams (ESB 4), during a 10 a.m. EST ceremony Saturday, March 7, in Norfolk, Virginia.



CHESAPEAKE BAY (Sept. 15, 2019) The Military Sealift Command expeditionary sea base USNS Hershel ‘Woody’ Williams (ESB 4) is at anchor in the Chesapeake Bay, Sept. 15, 2019 during mine countermeasure equipment testing. (U.S. Navy photo by Bill Mesta/Released)

The future Hershel “Woody” Williams is the first ship to bear the name of Marine Corps Chief Warrant Officer Four Hershel Woodrow Williams, the last surviving Medal of Honor recipient recognized for heroism at the Battle of Iwo Jima during World War II.

U.S. Sen. Joe Manchin of West Virginia will deliver the commissioning ceremony’s principal address. The ceremony will be highlighted by a time-honored Navy tradition when Ms. Tracie Jean Ross and Ms. Tracie Jane Ross, ship sponsors and daughters of Hershel “Woody” Williams, will give the first order to “man our ship and bring her to life!”

“This ship honors a man who dedicated his life to service—heroic service as a Marine, and continued service to his fellow veterans,” said Acting Secretary of the Navy Thomas Modly. “This dedication will live on in USS Hershel ‘Woody’ Williams as the ship is deployed around the world bringing additional capability to our growing fleet. The ceremony on Saturday will also represent the dedication to service demonstrated by the men and women who worked tirelessly to build this ship and their commitment to quality and innovation.”

The future Hershel “Woody” Williams is optimized to support a variety of maritime-based missions and designed around

four core capabilities: aviation facilities, berthing, equipment staging support, and command and control assets. ESBs can be enhanced to meet special operations force missions through increased communications, aviation and unmanned aircraft system support.

Built by General Dynamics NASSCO, the Montford Point-class is comprised of five ships across two variants: Expeditionary Transfer Docks and Expeditionary Sea Bases. Acting as a mobile sea base, ESBs are part of the critical access infrastructure that supports the deployment of forces and supplies to provide prepositioned equipment and sustainment with flexible distribution.

The platform has an aviation hangar and flight deck that include four operating spots capable of landing V-22 and MH-53E equivalent helicopters, accommodations, work spaces, and ordnance storage for an embarked force. The platform will also provide unmanned aviation vehicle operations, enhanced command and control, communications, computers, and intelligence capabilities to support embarked force mission planning and execution. The reconfigurable mission deck area can store embarked force equipment including mine sleds and rigid hull inflatable boats.

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COMMERCE AND TRADE.

In the Bangor market jobbing prices are as follows: Apples, \$2.00 to \$3.50 per bbl; butter, 18 to 20c; yellow-eye beans, \$2.50 to \$2.65; cheese, 10 to 12c; fowl, 10 to 14c; chicken, 14 to 18c; eggs, 16 to 18c; potatoes, 60 to 70c; hay, \$3 to \$10.

The increase in the volume of business done by the Portland Clearing House is shown by the fact that while in January, 1889, the balance was \$4,708,773 for January of this year it was \$5,390,984, showing a gain of over half a million of dollars.

Exports from Portland last week were valued at \$210,458.50. they consisted of 32,459 bu. peas, 10,050 bbls. apples, 4,680 sacks flour, 1,408,450 lbs. bacon, 29,400 lbs. oatmeal, 252,440 lbs. cheese, 5,850 lbs. butter, 32,400 lbs. lard, 28 cases organs, 49 cases leather, 4 cases hammers, 15 cases machinery, 16 cases emery wheels, 25 cases sundry. The imports were 2,160 boxes tin-plates, 50 cases beer, 1 case glass, 6 cases pans.

Among recent charters are the following: Ship St. Paul, New York to San Francisco, general cargo, \$9.50 per ton; bark Edwin Reed, Trepani to Boston or Gloucester, salt, 14s; bark Clara E. McGilvery, Rosario to Philadelphia, \$1800; bark George B. Doane, Portland Montevideo for orders, lumber \$11.50, if Buenos Ayres \$12; bark Anita Berwind, Harmon's Harbor to New York, ice \$1.10; schooner Henry Sutton, Horse Island to Baltimore, ice \$1; schooners O. D. With-erell, Eliza Levansaler, and R. B. Nickerson, New York to Portland, coals p. t.; schooner Clara A. Donnell, Rockport to Baltimore, ice \$1; schooner Horatio L. Baker, Balti-more to Portland, coal, \$1.70; schooners Geo A. McFadden, and James D. Dewell, Clark's Cove to Norfolk, ice, \$1; schooner L. G. Roby, Wiscasset to Philadelphia, ice, \$1.25; schooner Mary Standish, Harmon's Harbor to New York, ice, \$1.25; schooner T. B. Garland, Potomac River to Bath, ship timber, \$5 per ton; schooner Tom Williams, Darien to Bath, lumber, \$7.50; schooner S. P. Hitchcock, Satilla to Bath, lumber, \$7.50; schooner L. A. Burnham, Apalachicola to Belfast, ship timber p. t.; schooner C. F. Baker, Gun Point to New York, ice \$1; and schooner Frank G. Dow, Wiscasset to New York ice \$1.

The ocean freight market has been subject to slight and unimportant variation during the week, and the volume of business has been disappointingly small. The avail-able supply of tonnage contune slight, es-pecially of the larger classes of sail vessels, though the enquiry has not been sufficiently urgent to give an upward turn to rates. There have been a number of sail fixtures for cases to the east, spot and near by, including two ships New York to Calcutta, equivalent to 21 ½ cents, one to Anjer for orders, 30 to Hong Kong, 37 to Shanghai or 34 to Japan, one to the Straits Settlements 29 @ 30, and two from Philadelphia to Japan 34. The deal and timber trades continue dull, and rates are barely steady, either from the Provinces or from the South. The river Plate trade remains slow and rates favor shippers, the latest fixtures having been at \$11 @ \$11.50 on lumber from Boston, \$17 @ \$1750 from the Gulf to Montevideo and Buenos Ayres, and 16 @ 17 cents per cubic foot on New York general cargo to Buenos Ayres. For molasses for north side ports sailing vessels are still getting \$2 @ \$2.12 ½ per 110 gallons to ports north of Hatteras. 'To the windward and leeward islands the rates for general cargo are about 45 @ 60 cents pr barrel and very dull, return business from the wood, asphalt also being slow. The grain, cotton and gen-

eral cargo trades to trans-Atlantic ports by transient steamers are comparatively slow at the abatement in rates noted last week, due chiefly to a lack of shipping margins on the leading staples. The coastwise trades partake of the prevailing quietude. Lumber freights from the South show a weak and declining tendency whilst for colliers there is very little enquiry, and rates are irregular and largely nominal. Ice freights, on the other hand, have taken a sudden rise to \$1.25 per ton from Maine ports to New York and neighboring ports south. Sea and Port.

The bark Tanjore is in Cutler Harbor, full of water, and will be unloaded for fur-ther examination. The agents of Ross & Co., the Quebec owners, are at Cutler, and have ordered the Tanjore towed to St. John.

The steam yacht Sagamore which has been wintering at Houghton Brothers wharf, Bath, sailed last week for Portland and proceeds from thence to St. Augustine, Fla., where a party will embark for a cruise to the West Indies.

O'Brien & Masters, of Thomaston, have bought the schooner S. S. Bickmore, and will use her for transporting lime. The Bickmore was built at Tenant's Harbor by the late Captain John Bickmore and will carry 2500 casks of lime.

The British schooner Jane E. Ingra-ham, which recently went ashore in Pros-pect Harbor, has been purchased by Jasper Wyman and Frank Brown of Milbridge for \$325. The attempt to save the wreck has been given up and the work of saving the material is going on.

The schooner Ximena, which recently went ashore on Foster's Island, near Machi-asport, loaded with merchandise, has broken up and is a total loss. The British schooner Laurissa, which went ashore off Ram Island same date of the Ximena's disaster, was coal laded, and is a total wreck.

Captain Tjeodore P. Colcord, of the ship A. J. Fuller, of Belfast, who rescued passengers and crew of the burning steamer Santiago at sea, has been presented with an elegant gold chronometer watch, and his wife with a pair of gold bracelets, by the officers and passengers of the Santiago.

Recent advices from Savannah, Ga., state that schooner Frank Harrington, from Lumkens Bay, Maine, with a cargo of 685 tons of fish scrap dragged hr anchors in a heavy northeast gale, and struck on the south side of Tybee Beach. The vessel and cargo are considered a total loss. The crew saved nothing. The vessel is owned in Boston and is insured as is her cargo. She was built in Waldoboro in 1880 and was 602 tons net.

The New York Maritime Register says, several large barges were chartered recently to load ice at Maine ports for New York. It is expected that, this class of vessel will be extensively employed in th ice trade during the coming summer. Barge Navesink, be-longing to the Boston Towboat Company, arrived at New York Jan. 25 in tow of the tugboat Confidence, with 1,000 tons of ice from the ponds at Phippsburg, Me. The barges Lizzie H. and Escort are also loading ice for New York.

THE FISHERIES.

S. Durrell Grimmer of St. Andrews, N. B., has in a pond 2000 live lobsters which he proposes to ship as opportunity offers to Boston and Montreal. He catches the lob-sters outside in deep water.

Gloucester advices report the fish market as quiet with prices a little off and receipts of most kind light. There were sev-eral arrivals from Newfoundland, bringing the largest receipts of herring ever received at this point in a single week. Frozen herring

are meeting with a ready sale, owing to the scarcity of other kinds of fresh fish Mackerel are high and receipts are light, not more than 500 barrels being in firs hands here. The bad weather has delayed the Grand bank and Georges fleet, and those that have arrived brought small fares. The shoe fleet are meeting with no better luck, and have not handed enough to supply the local market. The arrivals were 43, bringing 289,600 lbs. of codfish, 187,000 lbs. of fresh halibut, 6,989,000 frozen herring, 700 bbls of salt herring, 1e,000 lbs. of haddock and 2000 lbs. of hake.

Advices from the Boston Fish bureau are that trade is quiet and receipts light. The receipts of mackerel shown by the summary consist of 230 bbls. from Nova Scotia and 141 bbls. from Liverpool, Eng., and 150 bbls. from Liverpool, N. S. Good Irish mackerel are worth from \$10 to \$20 per bbls. those a little tainted or rusty from \$16 to \$18 per bbls. Nova Scotia mackerel are nominal at \$20 per bbls. Large pickled Bank codfish \$4 per qtl., medium \$3.75 per qtl. Large dry Bank \$4 7-8 per qtl., medium \$4 3-8 per qtl. The receipts of frozen herring have been larger than at any other time this year. So far this season the supply has come from Newfoundland, scarcely any having arrived from Eastport or St. John. Ruling price at wholesale from the vessel \$1.25 per hundred. The following vessels have arrived with herring at Boston and Glouces-ter: schooners G. P. Whitman, 300,000; Porter S. Roberts, 300,00; C. L. Woodbury, 450,000; Senator Morgan 450,00; D. A. Lawson, 400,000; S. V. Colby, 250,000; A. R. Crittenden 250,00; A. D. Story, 300,000; Valkyria, 350,000; Jennie Seaverna, 375,00; H. M. Adams, 325,000; Mascot, 300,000; J. F. McGowan, 350,000; and Marie Amelie, 300,000 from Fortune Bay. Schooners Mag-nolia, 300,000; H. E. Worcester, 350,000; and gen. Cogswell, 350,000, form Placentia Bay. Schooners Grover Cleveland, 250,000 and Delight, 300,000, from St. Johns.

SHIPBUILDING NOTES.

The schooner to be built at Cherryfield by D. W. Campbell and others will register about 225 tons. A portion of the timber is already in the yard, and the work of laying the keel will soon begin.

H. E. McDonald & Brown, shipbuild-ers, Belfast, has been to Boston after hard pine. The firm will receive 100,000 ft. from Boston by packets and another 100,000 will come from the South.

February 20<sup>th</sup>, is the date set for the launching of the new ship St. Mary from the yard of C. V. Minott, Phippsburg. She will be nearly ready for se when launched, having been coppered and re-rigged on the stocks. She has a Hyde windlass and capstan.

The next vessel to launch in Bath will be the schooner now being built by Kelley & Spear for Captain Warr. This craft will be ready for the water the middle of this month. She is a centreboard vessel, and is designed for cruising in southern waters and the gulf.

Eben Haggard will build at Damariscot-ta the present season a schooner of the fol-lowing dimensions: 165 ft. keel, 36 ft. wide, 16 ft. deep, and about 750 tons. S. K. given has completed the moulds for the vessel's frame which Mt. Haggett is now securing in Maryland.

W. B. Bowne, principle owner of the ill-fated four-masted schooner Millie G. Bowne, is now stopping at the Bay View House, Camden. Mr. Bowne will have two schooners, one of about 1300 tons, built by Captain H. M. Bean of Camden during the present season.

George Russell, of East Deering, has secured a contract for the building of a

three-masted schooner, to be owned by J. S. Winslow & Co., of Portland and others. The vessel is to be about five hundred tons, and is to be commanded by Captain F. A. Small, of Machiasport.

Captain Crocker of Franklin, Mass., is having built a three-masted schooner at Bath. The craft is being built by Morse Bros., is to be 700 tons register, and of 1200 tons carrying capacity. She will be launched about March 1<sup>st</sup>, and will be christened after the Captain's daughter, Eunice L. Crocker.

George A. Gilchrest, who has recently transferred his shipbuilding operations from Belfast to Rockland, has made extensive im-provements at his location near Case's brick-yard in the latter city. The improvements include new wharves, a workshop and also building for steaming lumber. The keel has just been laid for a schooner of 500 tons for Captain Gower of Sargentville. Thirty-three men are now employed and Captain Stover of Belfast is Master Builder. In addition to the above Mr. Gilchrest has two other contacts, a large four-masted schooner and a bark.

The three-masted schooner Cactus was launched Jan. 30 from the yard of the New England Company, Bath. The Cactus is a centreboard schooner registering 149.4 feet in length, 34.7 feet in breath, 12.8 feet in depth, with a gross tonnage of 534.59 and 507.87 tons net. She is a solidly built craft, having a white oak frame, ceiled and planked with yellow pine. She has one deck, the large beams of which are firmly secured by hackmatack knees. Her three masts, mea-suring 87 feet in length, are of Oregon pine. The standing rigging is of wire. /she has the improved Hyde brake windlass and all her fittings are first-class. She is chiefly owned and managed by J. B. Drake of Bath. When launched she was completely rigged, had her lower sails bent and displayed many pieces of bunting.

Smelt Fishing.  
An Interesting Description of The Busi-  
ness as Carried on by the Winterport  
Fishermen.

(Correspondence of The Journal.)

The roving eye of THE JOURNAL reporter caught sight of quite a collection of little black huts huddled on the steamboat wharf and whose stove pipe chimneys were sending out wreaths of smoke, at Winterport, the other morning, as he was leaving the well-known floating hotel, the old reliable Katahdin, and newspaper-man-like he must needs go and inquire what they were built for and why they were numbered in big red figures.

As he approached the little hamlet he saw a good sized healthy looking man clad in rough but warm clothes and long rubber boots vigorously rubbing a sharp edged in-strument across a stick of wood placed upon a convenient support. Your reporter asked him what those large figures were on the buildings for and was pleasantly answered that some one had put them on there just for fun. Upon further questioning THE JOUR-NAL man learned that these houses were the winter home of some seventeen men engaged in smelt fishing, that they lived in them most of the time form Oct. 1<sup>st</sup> to April 15<sup>th</sup>. One question brought on another and being invited into one of the little houses, your reporter, who is always nosing around for an item of news, gathered the following interesting particulars of this industry.

A man to go into the smelt business must provide himself with the following tools: A bag net costing about \$40; a frame and rig-ging \$15; spar buoy \$10; and a long narrow scow which will cost from \$30 to \$50, and must build him a house costing about \$35.



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Generally two men work together, each having a net, but living in one house and using one scow. Having got his materials together the smelter must get two heavy rocks, each weighing from 4 to 5 tons and attach them by chains to his spar buoys which must be about 30 ft. long. The he anchors out in the river and to them he attaches a strong wooden frame 25x30 feet to which the net is fastened. The nets are set at the first of the flood tide, and handled just before the tide turns at high water. Upon the cordial invitation of Mr. W. A. Crogin, your scribe embarked in his \$50 gondola and watched the drawing of the nets. The men have much better luck at night than by day, nearly all their profitable catches being hauled in from tides that serve during the night about a bushel, or 80 pounds, is considered a good catch. The net is called a bag net and all the fish are on the upper side of the net when it is pulled over the side of the scow.

The catch is sold mostly in New York at Fulton market. They are now getting about 6 cts. per lb., gross, but after freight and commissions are deducted the poor fishermen who work nearly all night on the cold river, amid the snow and ice, with the wind piercing the very marrow of their bones and the icy water freezing their mittens and clothes into solid armor, get but about 4 ½ cts. net. They complain that the profit of the smelt business is all made in New York, by the commission merchants at whose mercy they are, charging what they please for freight and commissions, and one of them told your reporter he would like to have what the commission merchants made on the fish and he would gladly let him keep what was usually returned to the fishermen for the catch. A hardworking industrious smelt catcher at Winterport can make when fish are plenty about \$200 in a season. This amount seems very meager when we take into consideration the cost of materials and that a new net and rigging must be bought every three years.

The Winterport fishermen seem a jolly set and to rather like their rough cold work. Your reporter leaned that when smelts were scarce tomcods were plenty, and vice versa. He was also told that it was the opinion of these gentlemen that the dam at Bangor had been a great injury to the industry as it almost entirely prevented the fish going up to their spawning beds between Bangor and Veazie, and also that they thought the settlement of the acids from the waste of the pulp mills, would, in a short time, exterminate the fish as the acid is said to be fatal to the spawn. Be that as it may, your gull driver is of the opinion he would rather continue his scribbling a little while longer than to take his chances of making a fortune by hauling in hand over hand a net that may contain \$10 worth of the tiny little shiners or only a few cents worth of tomcods.

Winterport, February 3, 1890  
F. K. S.

Portland was visited with a disastrous fire on Wednesday night. The scene of the conflagration was along the water front and three wharves, cooperage stock, lumber, etc., were burned, and also the Belfast schooner Prescott Hazeltine. Among the heaviest losers were J. H. Hamen & Co., Frank Dudley and the Brown estate. Loss about \$150,000; insurance \$100,000.

14 February  
Page 1.

The Eastern manufacturing Company have already produced a superior quality of fibre at their new pulp mill in South Brewer.

The outlook for the lime business in Knox County the coming season is very

good. Twenty kilns are afire in Rockland and about thirty-five in the county.

The Columbia Falls Brick Co. have begun the manufacture of brick are planning for a heavy output as there is every indication of a large demand the coming season.

A novel sawmill is in operation on the bank of the Penobscot at Costigan. The steamboat built by Samuel Low and used by him in handling logs on the river in summer, was hauled out last fall and put into winter quarters and an attachment rigged so that the machinery operates saws for manufacturing shingles and spool strips. It works very satisfactorily and a large amount of work is being done.

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SHIPBUILDING IN MAINE.  
Facts and Figures as presented in the  
Report of The Bureau of Industrial and  
Labor Statistics.

The shipyards of Maine, have, during the past year, shown more activity than at any time since 1882 and 1889. (The number of shipyards in operation has been 41,) and the average number of workmen employed at the yards, 1967, as follows:

Other classes of workmen, such as sail-makers, block-makers, rope-makers, etc., carry the total number of workmen directly engaged in the shipbuilding industry during the year 1889, to 2000.

The aggregate tonnage built and launched in 1889, as compiled by THE JOURNAL, amounts to 39,861.28 and comprises 85 vessels. The vessels built are generally of large tonnage, many of them schooners of more than 1000 tons.

Many contracts for future building have been made, and the prospect of increased activity in this important Maine industry, during the years to come, is very encouraging, there being, January 1<sup>st</sup>, on the stocks and under contract 92 vessels, aggregating upwards 67,000 tons. This amount taken in connection with contracts now being made, gives assurance that 1890 will greatly eclipse 1889, and (as the tonnage built in 1889 was more than double that of either of the three previous years, it may safely be said that the shipbuilding industry in Maine is having a genuine boom.)

Owing to the depression in this industry for some years past, but few men have learned the shipbuilding trades, while many others who have followed these trades in more prosperous times, have abandoned them for other pursuits. In order to supply the sudden demand for ship-carpenters and other shipbuilding trades, many workmen have come from Canada and the lower Provinces. The present rates of wages are somewhat above those that have ruled for some years, but the time lost in the shipbuilding trades, as shown by individual returns, is very large, and reduces the annual earnings below those of many trades, the per diem wages of which are much less. (The following table shows the average daily wages paid at Bath in 1889, 1888, 1887 and 1885. Wages in Bath yards are generally somewhat higher than at other yards in the State.

Making Sails.  
An Important Adjunct to Shipbuilding.—How The White Wings are Manufactured.

One of the trades connected with sailing vessels and one which is an important and money making business in the shipbuilding towns of Maine, is that of sail-making. A suit of sails for a ship makes a big hole in \$200 to \$3000. The business is one that requires both strength and skill, and a regular apprenticeship must be served in order to become an expert workman.

In response to an inquiry as to the method of measuring a craft for her sails a well-known sail-maker said: We take the measurements of the stays or ropes which form the outside edges of the sails in some cases, and in others we measure the spars upon which they are bent and fastened. With this data and a knowledge of the required swell or 'belly' of the sail, we calculate the dimensions. In the case of a mainsail or spanker, for example, we measure the gaff, boom and mast. Canvas comes in 'bolts or rolls, each containing about forty yards. It is an easy matter from the figures alluded to, to ascertain how much canvas will be required for the complete sail. The canvas is made of hemp, and is wonderfully strong. It varies in quality from the heaviest and toughest used for the big sails of the largest ships down to the expensive white 'duck' for yachts, of so fine a texture that it can be used by the yachtsmen for trousers."

"How do you manage to sew such material?"

"There have been sail sewing machines

in use, but I cannot say that they are a success altogether." And so hand sewing is the general rule. We use for this purpose, as you see, stout twine, which is soaked in tar to prevent its rotting, hard steel needles of a triangular shape and two or three inches in length, and a 'palm.' This last is a piece of leather, or rather several pieces of leather, which covers the palm of the hand and the lower part of the thumb. It has in it, near the ball of the thumb, a piece of steel about the size of a quarter with a toughened surface. In sewing

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the base of needle rests on this steel, and it is then pushed through the canvas. In fact, it acts as a thimble for the sail-maker. "The twine, which is made of soft hemp, comes in 100-yard skeins, and is, after tarring, wound into big balls. One of the first duties of a sail-maker's apprentice is to tar and wind."

"It must be pretty hard work sewing?"

"Yes, is. Your seem, every stitch has to be pulled 'home.' I run my needle through the canvas, so, take a turn of the loose twine around the palm, and then with a jerk pull the stitch taut and well into the tough material. When sewing on the bolt ropes—that is, the ropes which form the outer edges of the many sails—the work is much harder. Then we sew with twine four times doubled, and each stitch is hauled home with 'fid'—a kind of wooden marlinspike. When sewing on these ropes each stitch takes up a small portion of the canvas and the result is that when we reached the end of the sail, on the measuring rule being applied, it is always found that the bolt rope is some inches too short. We then belay the edge of the sail between two stout posts, haul it up taut and set a couple of boys 'dancing' on the rope; they maintain their balance on it by catching hold of ropes suspended from the beams overhead. In a few minutes they stretch the rope, and with it the sail to the desired length. Sometimes, and especially in cold weather, this shrinkage will amount to a foot or more. Then all hands are set to work 'dancing,' and it may be a matter of a half an hour before the rope is stretched to the length requires."

"How do you manage to get those iron

rings at the corners of that jib into the loop of rope which holds them so snugly?"

"Those are what we car rings. We fix them so. The rope is opened by means of a heavy 'fid' and is beaten down to a point of the fid corresponding in size to the diameter of the ear ring. When the fid is reversed the loop is struck off, and before it has time to shrink up the ear ring is thrust inside of it. In a second or so the loop contracts tightly round the ear ring—so tightly that there is little danger of its ever coming out again. These small rings here are called grummetts. They are made by twisting a rope yarn and are used for sewing on to the holes through which the reef points go on a sail."

The Gulf Stream.  
Where the Mysterious Current Starts.—  
The Moon Affects it.—Some Theories as to its origin.

"I was anchored for three months over the true source of the Gulf Stream, and what I learned of the nature of that mysterious and erratic current during that time knocks all the accepted theories as to its origin in the head." Thus spoke W. S. Howard, late of the United States coast survey steamer Blake, to a Philadelphia Inquirer reporter.

"I was attached to the Blake for three years," continues Mr. Howard, "and during that time we definitely fixed the source of the Gulf stream. We spent two years in tracing up the Gulf stream and studying its peculiarities, and while we are still in the dark as to the primary cause of this great ocean river, we have definitely fixed upon

the spot where it originates. Formerly it was believed that the Gulf stream was simply the continuation of the Mississippi river, the immense volume of water flowing out of which cleaved its way through old ocean, and preserving its own distinctive characteristics as to temperature and color, finally was lost and assimilated by the waters of the frozen northern seas. Others held to the opinion that the Gulf stream was formed and controlled by the trade winds.

"Our observations and investigations furnished us with conclusive proof that neither of these elements had anything to do with it. One curious fact was established, however. We found that the moon affected the Gulf stream, and that the current was controlled absolutely and arbitrarily by that body. The true source or beginning of the Gulf stream, established by careful scientific observation extending over a period of two years, is at a point between Fowey Rocks, Florida, and the Gun Key, on the coast of the Bahamas. At this place, in 498 fathoms of water, we anchored, and for months devoted ourselves to a careful study of the great ocean river. Let me tell you something about the peculiarities that we noticed. To begin with, the current of the Gulf stream at the point where we were anchored, and which we unanimously agreed upon as its true source, varies daily in its velocity. The difference in the flow was at times as much as two and a half knots per hour. The greatest velocity noted was generally about nine hours before the upper transit of the moon. The variations were most excessive on the eastern side of the straits, and least on the western side. The average daily currents vary during the month, the strongest current coming a day or two after the greatest declination of the moon.

"The axis or true point of beginning of the Gulf Stream (determined by fishing the position of the strongest surface flow) is eleven and a half miles east of the Fowey Rocks light-house. The strongest surface current found here was five and a quarter knots per hour, the least, one and three-quarter knots, and the average, three and six-tenths knots. We used two meters in our observations, one for the surface current and one for the sub-current stream. The wind has no effect upon the velocity of the current. The surface current, it was noticed, has a much higher velocity than the sub-surface. During our observations we occupied twenty-six different stations, being anchored at each for several days at a time. We took 1557 current observations with the meter, and 1807 current observations with the pole during this time. From all these observations we made these deductions only: That neither the Mississippi River nor the trade winds were in any way responsible for the Gulf Stream, that it was affected by the changes of the moon, and that this particular point, 11 ½ miles east of Fowey rocks light-house, was its true axis or source. It might be, or aught any one could say to the contrary, the mouth of a great river with the course deep down in the bowels of the earth, among those everlasting fires that scientists tell us are continuously burning there. The superheated water gushing to the surface of the ocean at that depth with a power that cannot be estimated would be apt to displace the chilled and heavier water of the ocean, and with an initial velocity of nearly six miles an hour, would certainly clear for itself a pathway through the ocean until chilled and rendered into by the frozen waters of the Arctic seas.

"Hundreds of theories may be held as to the first cause of the stream. It is a great field for speculation. Just imagine if you can, what would have been the result if we could

have donned sub-marine armor and dived to the bottom in 78 fathoms of water. We made soundings, but they revealed to us nothing. The bottom was a sandy coral foundation; and other sub-marine creatures lived and disported themselves in the depth, and all the time that surging, resistless current boiled about us, defying inquiry as to its true origin. Again it may be that we were anchored over an immense and ever active volcano which, in no way crippled by the constant influx of the cold ocean into its yawning crater continually, with a power that human thought cannot measure hurls back the head waves, and this repulsion, going on day after day and year after year for a period of time that has not yet been fixed by observation or deduction, has increased the volume of that first puny geyser until now it has become a fixed and founded current, differing in temperature from the water that surrounds it, and with a sweep and a stretch that extend for thousands of miles. You can theorize all day over the matter, and perhaps as far from the truth as ever.

"The observations made by the Blake settled several disputed points. That the winds and the Mississippi river have nothing to do with the formation of the Gulf stream. That a point eleven and a half miles east of Fowey Rocks, light-house, Florida, in the Caribbean Sea, is its true axis or source. That the velocity of the currents controlled by the declination of the moon."

The sardine canning factory of the Machias packing company, at Machiasport, was burned Sunday night, together with the large wharf on which the factory and some coal sheds stood, and 30,000 feet of lumber owned by C. Sullivan. It is thought the fire may have been incendiary. The loss is at \$12,000. The Machias Packing Company have no insurance. Wolff & Rensing, New York, had an interest in the factory and may have insurance. Schooner Addie Fuller, was damaged to the extent of \$500 in the rigging. She was loaded with lumber at the wharf. Captain Frank Sanborn master of the schooner Hortense was badly injured.

Page 4.

Ice cutting on the Penobscot and Kennebec is now extraordinarily active. On every hand new houses are springing up and many new firms and companies are embarking in the business. It looks like a bonanza year for the Maine ice men.

An invention is announced that will, if substantiates the claims made for it, be an article of much utility and value in marine circles. It is a cork core floating rope. The inventor claims that his floating rope of one-inch thickness will stand a strain of more than 1,000 pounds. The rope consists of a core of small round corks, about three-quarters of an inch long, placed end to end, around which is raised a network of cotton twine. This is surrounded by another layer of strong cotton twine, braided in heavy strands, which is about a quarter of an inch thick. The rope is very soft and pliable, and even after being tied into a small knot will return to its original shape. It can be used in life lines, on life rafts, and as a heaving line to tie heavy hawsers to. At a life saving station such a rope would be very valuable.

The recent convention of the American Shipping and Industrial League at Washington was attended by five hundred and seventy-four delegates from the various state, municipal and commercial bodies which the League represents. The League is non-partisan, and its work which is directed toward the rehabilitation of American commerce, commends it to that large portion of the public which is eager to put the American flag

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once more on the high seas. The convention adopted resolutions recognizing as timely and effective the bill known as the “Farquhar bill,” to pay vessels which shall be engaged in the foreign trade, plying between the ports of the United States and foreign ports or between foreign ports and other foreign ports, the sum of 30 cents per gross registered ton for each 1,000 miles sailed, outward or inward, and pro rata for any distance traveled less than 1,000, on any voyage, or voyages, and recommended this bill for immediate passage upon the ground that it will place the merchant marine engaged in the foreign trade upon an equality with that of other nations.

**GARDINER NOTES.**  
**The Ice Business Booming.—New York men erecting Houses—Hotel Items.**  
(Correspondence of The Journal.)  
The ice business is booming here. Not

only are all the local companies intending to harvest to their utmost capacity, but parties from New York are coming her to cut. Mr. E. H. Close, Secretary and Treasurer of the Ridgewood Ice Company, of New York and Brooklyn, has just arrived here with twenty carpenters from Albany to build a permanent house at South Gardiner. They will cut 50,000 tons if they can get it.  
This company has twelve houses on the Hudson and other New York waters. Their houses have 54 elevators and are capable of handling 1000 tons each per day. The company owns 27 ice barges in which they keep their stock at New York City and Brooklyn, where they have 7 depots for the sale of ice, at some of which they dispose of 500 tons a day. These barges are loaded at the houses and towed down to the city, where they remain till empty, when they are sent up river for another load. The barges are flat bottomed and are built purposely for the

business, with a large house on deck walled with sawdust. They are in fact floating ice houses of about 1000 tons capacity. Last season they kept 40 of them in constant use. This company is cutting ice now on Lake Champlain.  
Mr. C. Duttermann, Jr. of White Plains, N. Y., is here. He will stack ice at Eastman’s Point, South Gardiner, and has sent to his home for carpenters as it is impossible to get them here. He expects to put up 7000 tons.  
The proprietors of the hotels of Gardiner pay considerable attention to making them attractive as well as comfortable. This is particularly notable at the Evans house, where the grand staircase and the rotunds, as well as the public parlor, are elegantly decorated with rare and costly bric-a-brac, and the doors covered with handsome rugs and fur skins.  
The parlor of Young’s Hotel is as handsome as that of any private house, and its

menu is not excelled at any hotel in Maine. Mr. S. D. Marson, formerly of the Post Office in this city, is the obliging clerk and unlike many hotel clerks does not sport the traditional diamond pin and appear to think he was the earth. Mr. Young is making a great success of his house.  
Gardiner, Feb. 11, 1890  
F. K. S.

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19’ SCOUT 195 SPORTFISH CENTER CONSOLE, 2020. With Yamaha F115XB outboard, White hull, bow cushion, aluminum T-top with aft spreader light, rocket launchers and T-bag, powder coat T-top option, raw water washdown and trailer. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; [www.cascobayyacht.com](http://www.cascobayyacht.com).



19’ SCOUT 195 SPORTFISH, 2020. Midnight Blue Hull Color, Yamaha F115XB Outboard, EZ Loader trailer, Powder Coated Ski Tow, Sport Package. Aluminum Bimini Top, AM/FM stereo with iPod jack and bow cushion. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; [www.cascobayyacht.com](http://www.cascobayyacht.com).



19’ SCOUT 195 SPORTFISH, 2019. With Yamaha F115 outboard & EZ Loader trailer. Available in white or midnight blue. Call for details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; [www.cascobayyacht.com](http://www.cascobayyacht.com).

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19’ SEA RAY SKI BOAT, 1987. With MerCruiser 200 hp I/O and 1987 trailer. Asking \$3,800. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; [www.cascobayyacht.com](http://www.cascobayyacht.com).



20’ GRADY WHITE 209 ESCAPE CENTER CONSOLE, 2002. With 2002 Yamaha 200 hp HPDI outboard, Garmin GPS, VHF radio, console cover and deck cushions – NO Trailer. Asking \$16,900. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; [www.cascobayyacht.com](http://www.cascobayyacht.com).



21’ FISH HAWK 210 CENTER CONSOLE, 2002. 2012 Evinrude 150hp ETEC outboard and 2002 Venture trailer. Asking price \$18,900. Call for more details. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; [www.cascobayyacht.com](http://www.cascobayyacht.com).



21’ SCOUT 215 DORADO DUAL CONSOLE, 2020. With Yamaha F150XB outboard, Rascal blue hull, SeaStar Hydraulic steering upgrade, full canvas enclosure, trim tabs, Porta-potti, raw water washdown and trailer. Call for more details

POWER

and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; [www.cascobayyacht.com](http://www.cascobayyacht.com).



21’ SCOUT 215 XSF CENTER CONSOLE, 2020. With Yamaha F150XB outboard, Midnight blue hull color, sport package, aluminum T-top with aft spreader light, T-bag, rocket launchers, forward seating backrests and stern seats, T-top enclosure, powder coat T-top option, raw water washdown and trailer. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; [www.cascobayyacht.com](http://www.cascobayyacht.com).



21’ SCOUT 215 XSF, 2020. White Hull Color, Yamaha F150XCA Outboard, JL stereo upgrade, Powder coated T-top enclosure, rocket launchers, raw water washdown, bait pump, SeaStar hydraulic steering upgrade and EZ Loader Trailer. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; [www.cascobayyacht.com](http://www.cascobayyacht.com).



21’ SEA RAY 215 EXPRESS, 1995. With 2008 MerCruiser 5.7L I/O, bimini top, cockpit cover and 1995 Venture trailer. Asking \$10,500. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; [www.cascobayyacht.com](http://www.cascobayyacht.com).

POWER



21’ TROPHY 2103 CENTER CONSOLE, 2003. With 2003 Mercury 125 hp 2-stroke outboard and 2003 trailer. Asking \$12,500. Call for more details. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; [www.cascobayyacht.com](http://www.cascobayyacht.com).



22’ EASTERN CENTER CONSOLE, 1994. With 2004 Suzuki 140 hp outboard, dodger, T-top and 1994 Load Rite trailer. Asking \$13,900. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; [www.cascobayyacht.com](http://www.cascobayyacht.com).



22’ SEA RAY SUNDANCER, 1991. 1991 MerCruiser 230 hp I/O and 1991 EZ Loader trailer. Asking price \$7,900. Call for more details. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; [www.cascobayyacht.com](http://www.cascobayyacht.com).



23’ SCOUT 235 XSF CENTER CONSOLE, 2019. With Yamaha F250 outboard. White hull color. Loaded with options and extras. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; [www.cascobayyacht.com](http://www.cascobayyacht.com).



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27' SCOUT 275 DORADO, 2018. White hull color and painted silver accent stripe. Twin Yamaha F200XCA outboard with 50 hours with full factory warranties. Garmin Display 7612 XSV upgrade. Garmin B60 transducer, GMR VHF radio, power assist hydraulic steering, Brisa Cayenne cushion package, bow cover, hardtop drop cushion, hardtop full enclosure, port and starboard cockpit fold away side bench seat, Edson steering wheel, 12V refrigerator, LED trim indicator switch, Diaphragm overboard discharge pump, electric head upgrade. Removable cockpit table. Hardtop grab rails and EZ Loader trailer. Asking price \$149,000. Call for more details. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



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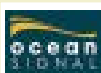
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